

July 27, 2017



# Eagle Road Corridor Project Development

Multi-Use Pathway Improvements  
Phase 3



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## INTRODUCTION and BACKGROUND

This project addresses a need for bicycle and pedestrian facilities along Eagle Road; many gaps exist in the sidewalks between Overland Road and Chinden Blvd, and there are no bike lanes. Bicyclists currently use Eagle Road even though the posted speed limits are up to 55 miles per hour. The Cities of Boise and Meridian have adopted a standard of providing separated 10-foot-wide, multi-use paths along both sides of Eagle Road, for both pedestrians and bicyclists. In addition, the City of Boise has adopted a standard of eight-foot minimum separation between a pathway and adjacent roadway.

This project is Phase 3 of the Eagle Road Corridor Project Development series. Phase 1 was completed in June 2016 and Phase 2 was completed in September 2016. Phase 1 identified and prioritized pathway needs within the Eagle Road corridor. Phase 2 took the needs identified in Phase 1 and developed specific, programmable pathway projects and produced pre-concept reports for four Eagle Road segments. Reference the final deliverables dated September 30, 2016 for more information on Phases 1 and 2.

The goal of this project is to develop three more application-ready pre-concept reports, similar in scope to the Phase 2 reports. The three reports span five Eagle Road pathway segments, grouped as follows:

- Segment 11 – River Valley Street to Ustick Road (east side of Eagle Road)
- Segments 14-B & 16 – Boise/Meridian City Limit to McMillan Road (west side of Eagle Road)
- Segments 17 & 18 – McMillan Road to Chinden Road (both sides of Eagle Road)

## PHASE 3 REPORT CONTENTS

The information below is presented for each project in the following chapters of this report:

- **Executive Summary Sheet** – Contains the segment number, name, project description, beginning and ending mileposts, an overview map of the project, project background narrative, Eagle Road traffic and safety data, scope of work, and base project cost estimate.
- **Scope of Work and Environmental Considerations** – Contains a scope of work detailing major items and a discussion of environmental considerations and/or requirements before construction begins.
- **Site Photos** – Contains field visit photos showing the existing state of the segment.
- **Concept Plan View Figure** – Contains a plan view concept drawing of the proposed pathway, with callouts noting the location of construction items and tasks.
- **Planning-Level Cost Estimates** – Contains itemized planning-level cost estimate sheets. Each sheet shows costs for the Base Project, Alternative A: Pathway Illumination, and Alternative B: Improved Shoulder.
- **ITD 1150 Form (Cost Estimate)** – Filled out with planning-level cost estimate amounts for the Base Project.
- **ITD 2839 Form (Right-of-Way)** – Filled out with right-of-way quantities and costs for the Base Project.
- **ITD 0332 Form (Project Charter)** – This form is essentially a simple concept report required by ITD before a project can be programmed into the Idaho Transportation Investment Program (ITIP). The charter contains a detailed project description, environmental concerns, design standards, and anticipated budgets for construction, right-of-way, and project development. The project charter has replaced the ITD 0280 Feasibility Study form.

- **Preliminary Construction Schedule** – Contains a planning-level, critical path method (CPM) construction schedule for the Base Project. The schedule shows major tasks in the ITD project development process, including milestones, and is a potential timeline for completion if funding is secured.
- **2018 COMPASS Phase 1 Funding Application** – Filled out with scope and planning-level cost estimate amounts for the Base Project.

## PHASE 3 DESIGN CONSIDERATIONS

Each Phase 3 project includes a “Base Project” scope and pre-concept design for continuous, separated 10-foot pathways along each of the segments. There is a base project and two additive alternatives for each segment.

- Base Project
- Alternative A – Pathway Illumination
- Alternative B – Improved Shoulder

Important considerations for the Phase 3 designs include Pathway Illumination, Improved Shoulders, pathway separation distance, right-of-way and ADA (Americans with Disabilities Act) ramp compliance.

### ***Alternative A: Pathway Illumination***

The pathway designs include pedestrian lighting, per City of Meridian standards. Specifically, 15'-high historical-style light poles and fixtures on one side of the path at 100-foot spacing intervals. In the Phase 3 cost estimates, Pathway Illumination and its associated additional costs (mobilization, CE & I, preliminary engineering) are shown in a separate column, in case a separate funding source is desired. A City of Meridian standard drawing for these poles is presented in Appendix B of the 2016 Phase 2 report.

### ***Alternative B: Improved Shoulder***

Improved Shoulders consist of areas large enough to accommodate a future 12' wide bus pullout, loading area, and shelter. They are located immediately downstream (far side) of each signalized intersection. In the Phase 3 cost estimates, Improved Shoulders and associated additional costs (mobilization, CE & I, preliminary engineering) are shown in a separate column, in case a separate funding source is desired. A dimensioned Improved Shoulder sketch is presented in Appendix B of the 2016 Phase 2 report.

### ***Pathway Separation Distance***

The City of Boise has adopted a policy of an eight-foot preferred separation distance between the edge of pavement and a separated pathway. The Phase 3 designs accommodate the preferred eight-foot separation wherever possible.

### ***Right-of-Way***

Right-of-way costs were estimated using 2016 land value assessments available from the Ada County Assessor. It is anticipated that all pathways constructed outside Eagle Road (SH-55) right-of-way will require an easement (to be acquired by the cities) from the property owner. It is also anticipated that utility work outside public right-of-way will be at project cost.

### ***ADA Pedestrian Ramps***

An inspection of existing ADA pedestrian ramps was not conducted as part of this project. ITD's 2014 ADA Transition Plan was referenced to determine compliance of existing pedestrian ramps. The Phase 3 projects include ramp installation/replacement to ADA standards where ramps are currently absent or below-standard.

## FUNDING SOURCES

It is recommended that the cities of Boise and Meridian, partnering with COMPASS, apply for federal and/or state funding sources to fund the design and construction of a multi-use path as the needs are identified along the Eagle Road Corridor. Potential funding sources include the following:

### ***Surface Transportation Program-Transportation Management Areas (STP-TMA)<sup>1</sup>***

STP-TMA is applied for and programmed by COMPASS with ITD oversight of design and construction. Local agencies supply a match of at least 7.34% of the project cost. These funds could be used for design and construction of the multi-use path.

- Funding Amount: \$9.7 million in FY2017 for all projects in the COMPASS metropolitan area; the COMPASS Board currently targets these funds toward maintenance projects.

### ***Transportation Alternatives Program—Transportation Management Area or State (TAP-TMA or TAP-State)***

Local agencies supply a match of at least 7.34% of the project cost. As the name implies, TAP funds are used for alternative transportation activities, including pedestrian facilities, bicycles and other non-motorized forms of transportation and could be used for design and construction of the Eagle Road multi-use path.

TAP funding could be sought via multiple avenues. TAP-State applications are submitted to and funds are programmed by ITD; funding competition is from a statewide pool. COMPASS administers a portion of TAP, which emphasizes local projects in the TMA.

- Funding Amount for TAP-State: \$3,628,000 in FY2017 for all state-managed programs; individual projects are limited to \$500,000 in federal aid; funds cannot be used for property or right-of-way acquisition.
- Funding Amount for TAP-TMA: \$468,000 in FY2017 for projects in the COMPASS metropolitan area.

### ***Communities in Motion (CIM) Implementation Grant<sup>2</sup>***

The CIM Implementation Grant program is managed by COMPASS to support local agencies whose projects meet the goals of CIM 2040. Applicant agencies supply a match of at least 7.34% of the project cost. In-kind contributions of labor/staff time may be included in the project match.

- Funding Amount: \$50,000 available annually for all COMPASS member projects.

### ***Project Development Program<sup>3</sup>***

The Project Development Program was created to assist COMPASS member agencies in securing transportation funding by developing member agency needs into well-defined projects; this ensures readiness for funding applications. Well-defined and scoped projects strengthen grant applications and, once funded, increase the probability of projects to be delivered on time and on budget. COMPASS accepts Phase I funding applications any time throughout the year. Projects entering the program one year will be ready to submit grant applications and compete for funds the following year.

- Funding Amount: \$75,000 available annually for up to five COMPASS member projects.

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<sup>1</sup> Transportation Improvement Program: <http://www.compassidaho.org/prodserve/transimprovement.htm>

<sup>2</sup> CIM Implementation Grants: [http://www.compassidaho.org/prodserve/reglrtranpl-CIM\\_implementation\\_grants.htm](http://www.compassidaho.org/prodserve/reglrtranpl-CIM_implementation_grants.htm)

<sup>3</sup> Project Development Program: <http://www.compassidaho.org/prodserve/projectdev.html>

## ***Community Development Block Grant (CDBG) Entitlement Program<sup>4</sup>***

Because Boise and Meridian are entitlement communities, applications for CDBG must be submitted directly to the U.S. Department of Housing and Urban Development (HUD). Funds can be used for activities that follow national objectives for the program: benefit low- and moderate-income persons, prevent or eliminate slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

Providing a multi-use path along Eagle Road would benefit low- and moderate-income persons without access to a motor vehicle. Public transit does not currently serve Eagle Road, and for some, biking and walking may be their only way to access services and businesses along the corridor.

- Funding Amount: Up to \$500,000 per project in recent years.

## ***Other Funding***

The cities of Boise and Meridian may also wish to seek out partnerships, private entity donations, foundation grants, and additional match dollars to leverage these grant funds.

## **COMPASS FUNDING APPLICATION<sup>5</sup>**

COMPASS has recently consolidated the funding application process so that agencies can focus on projects, while COMPASS staff will focus on the funding source. All projects in Ada and Canyon County that are to be considered for federal transportation or COMPASS funding assistance must participate in this process.

A two-phase approach is used in order to provide a streamlined process to gather the appropriate amount of information. Phase I is a simple preliminary application requesting very basic, brief information about the project, whether it is large or small. Only those projects qualified for federal funding will require completion of a Phase II, extended application. The questions on the Phase II application vary, depending on the project type and possible funding source.

Once projects are ranked and priorities approved, COMPASS staff matches the application with appropriate funding sources based on the order of priority, eligibility for funding, project readiness, and funds available over the next five years. Applications that cannot be matched to a funding category in either phase of programming will be included in the COMPASS Resource Development Plan. COMPASS staff will research other funding opportunities throughout the year, and provide information if a matching funding source is located. The following are the main funding sources considered when programming funds:

- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)
- Communities in Motion Implementation Grant
- Project Development Program

Project selections for FY2018 have already been completed. For the upcoming FY2019 application cycle, the Call for Projects is expected in October 2017, with Phase I Applications due December 4; recommended projects will be announced in April 2018.

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<sup>4</sup> CDBG Entitlement Program: <https://www.hudexchange.info/programs/cdbg-entitlement/>

<sup>5</sup> Guide: <http://www.compassidaho.org/documents/prodserv/trans/FY18/COMPASSApplicationGuide2018.pdf>



# Eagle Road Corridor Multi-Use Pathway

Segment 11 – River Valley Street to Ustick Road  
(East Side)

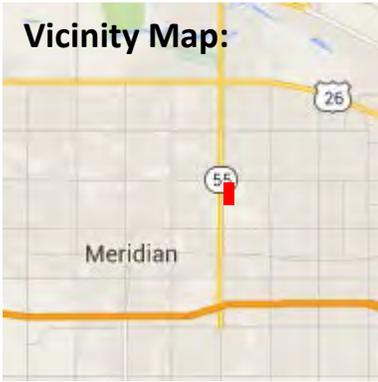


**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

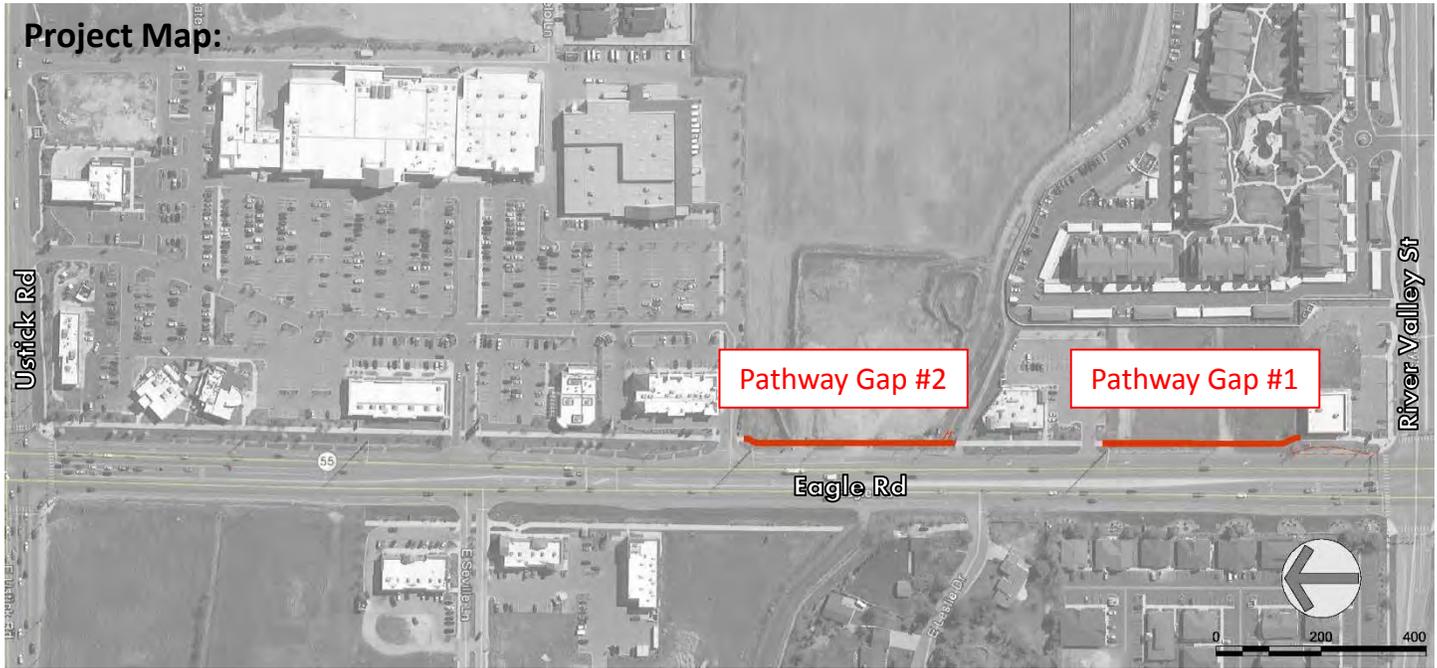
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<b>Project:</b>			<b>Segment 11</b>
<b>River Valley St to Ustick Rd, East Side</b>			
Route:	County	City (nearest)	District
Eagle Road (SH 55)	Ada	Meridian	3
Beginning Milepost	Ending Milepost	Length (miles)	
38.434	38.937	0.5	
Location Notes:			
East side of Eagle Rd, from River Valley Street to Ustick Road			



**BACKGROUND**

Segment 11 is situated immediately north of the Village At Meridian. Several businesses and restaurants front the segment (from south to north): Mattress Firm, Great Wall Chinese Restaurant, Firehouse Subs, Five Guys, Pinnacle Sports Grill, Orange Theory Fitness, Nutrishop, Togo’s Great Sandwiches, Barrel 55, and Chili’s.

There are two existing pathway gaps. The first spans two parcels between Mattress Firm and Great Wall. The second gap spans the South Slough canal and two parcels between Great Wall and Firehouse Subs.

This segment was prioritized for pathway improvements because the only deficient sections are complete gaps that interrupt pathway continuity; all existing sidewalk meets the pathway standard. Filling in the pathway gaps provides great value for relatively little cost. Another contributing factor is the close proximity to River Valley Elementary School. The school may attract more children in the future as more residences develop nearby.

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway in the two existing gaps in the pedestrian route. Provide an eight-foot separation between pavement and pathway where possible.

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate (Base Project Only):</b>	
AADT (2015)	48,000 vehicles/day	Preliminary Engineering	\$35,000
Total Crashes (2011-2015)	180 crashes	Right-of-Way	\$180,000
Bike/Ped Crashes (2011-2015)	0 crashes	Construction	\$124,000
Strava™ Trips (2014)	38 trips	<b>Total Estimated Cost</b>	<b>\$339,000</b>

## SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct a 10-foot concrete pathway within the two existing gaps. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment.
- Extend the South Slough canal culvert 20 feet and fill over the culvert to construct a pedestrian crossing. An irrigation agreement will be required.
- Negotiate pathway easements on five parcels along the segment. This includes all four parcels within the existing gaps and southern-most parcel on the segment, which currently houses MattressFirm.

Alternative A: Install historical-style pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment, except for the parcels currently occupied by MattressFirm and Great Wall that already have historical pedestrian lighting.

Alternative B: Construct an improved shoulder at the south end of the segment that includes an area for a future bus pullout, loading area, and shelter.

## ENVIRONMENTAL CONSIDERATIONS

The project may involve the following environmental considerations and control measures:

- Prime Farmland – The U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database shows that all land within the project area has the potential to be prime farmland if certain remediation efforts (irrigation, removal of excess salts, drained, etc.) were to occur. However, the land has been annexed into Meridian city limits. This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.
- Potential Hazardous Materials Risks – Historical aerial imagery shows old cars and equipment being stored north of Leslie Drive on the East side of Eagle Road. Car batteries can be a source of lead contamination in soils. Fuel and oil from machinery could also contaminate the soils. The site has recently been cleared for development, and it is anticipated that required soil remediation has been addressed. Hazardous materials risks are not anticipated on this segment.
- Stream and Wetland Encroachment – There are two stream and/or wetland crossings throughout Segment II. At least one of the streams is not piped in the project area. Coordination with the Army Corps of Engineers is anticipated, and it is expected that a 404 Permit will be required. Coordination with canal companies will be required.
- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.
- Sediment – Erosion Control Plan – This will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAssist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor's Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))

**Eagle Road Corridor**  
Segment II – River Valley to Ustick (East Side)



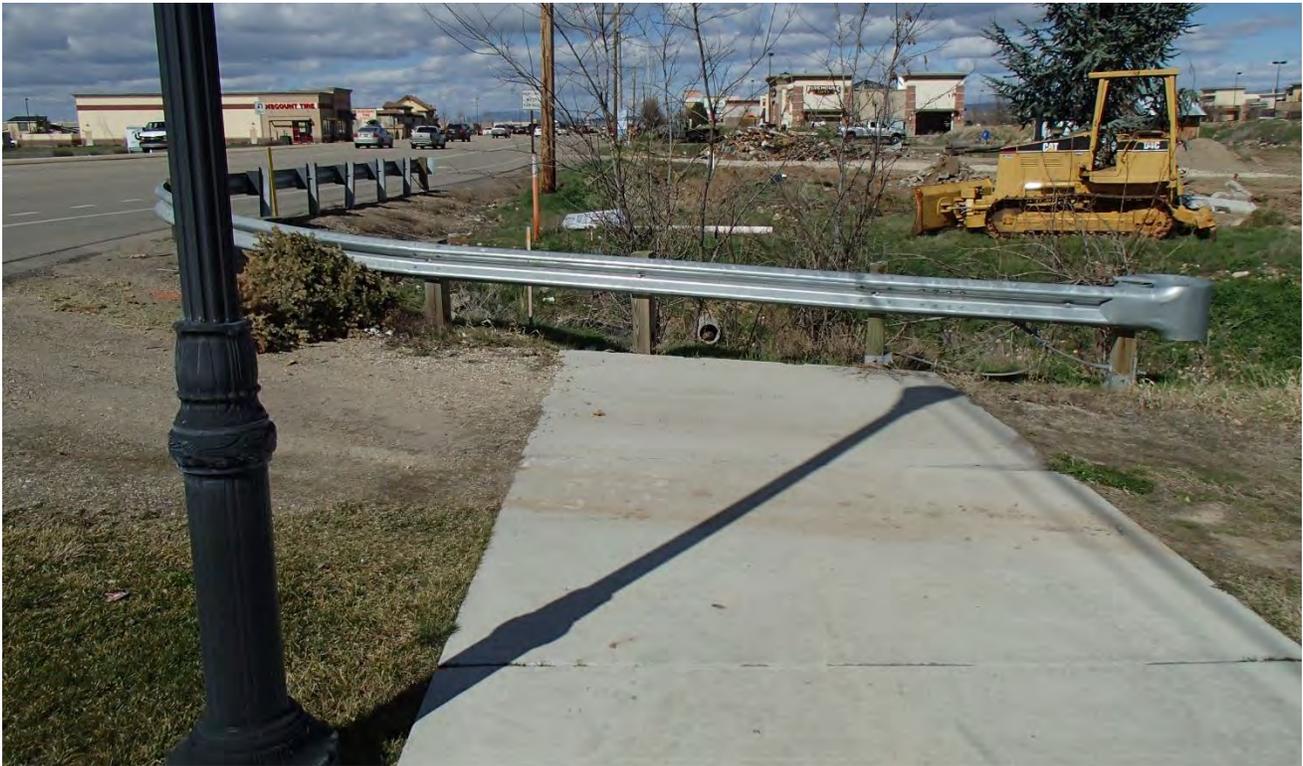
Looking north at the first of two gaps in the existing pathway, next to MattressFirm.



Looking north within the first pathway gap

# Eagle Road Corridor

Segment II – River Valley to Ustick (East Side)



Looking north at South Slough canal



Looking north at an unnamed approach within the second pathway gap

# Eagle Road Corridor

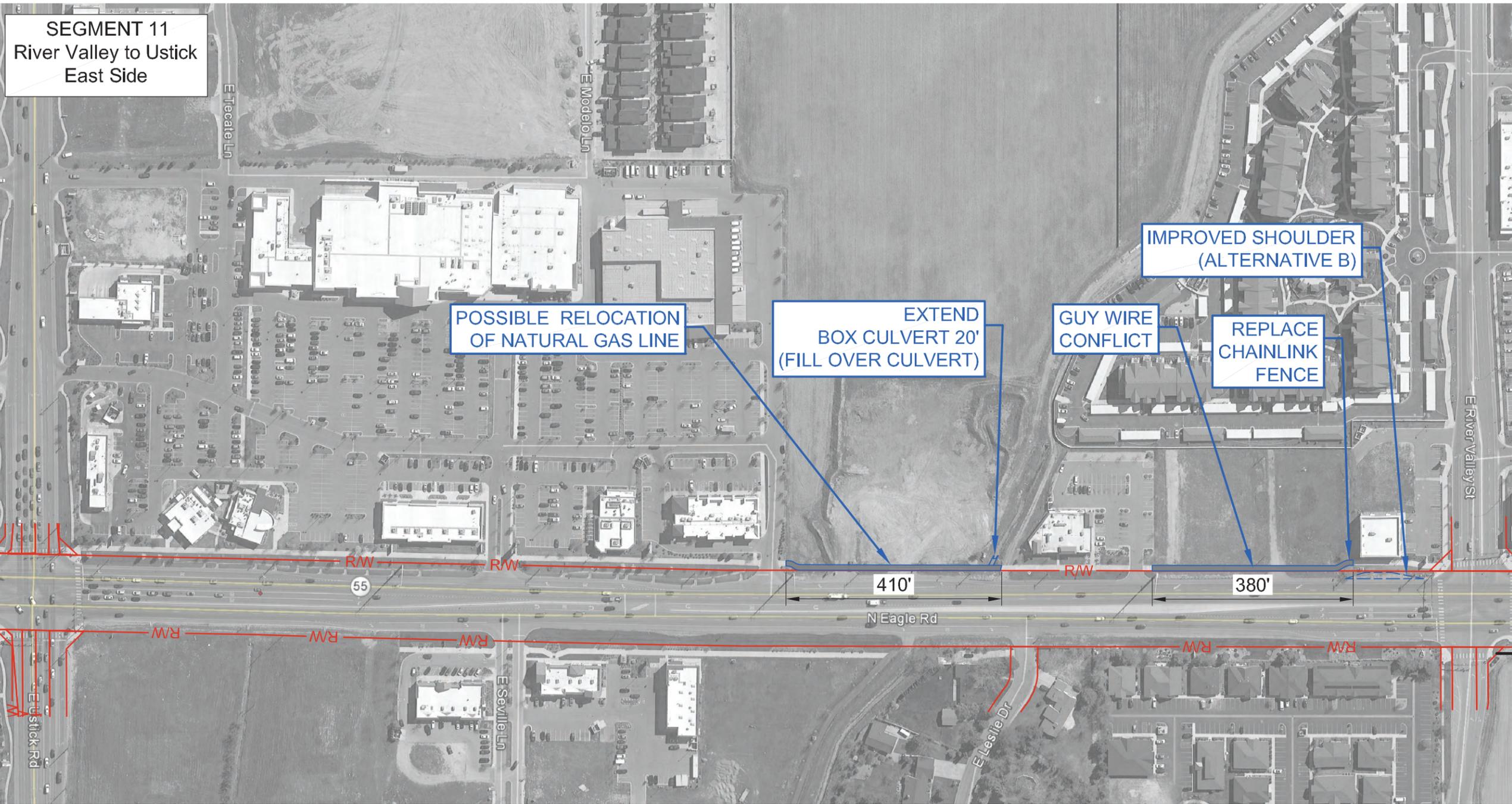
Segment II – River Valley to Ustick (East Side)



Looking north at an unnamed approach within the second pathway gap



Looking north at the northern end of the second pathway gap



**SEGMENT 11**  
River Valley to Ustick  
East Side

POSSIBLE RELOCATION  
OF NATURAL GAS LINE

EXTEND  
BOX CULVERT 20'  
(FILL OVER CULVERT)

GUY WIRE  
CONFLICT

REPLACE  
CHAINLINK  
FENCE

IMPROVED SHOULDER  
(ALTERNATIVE B)

410'

380'

55

RW

RW

RW

RW

RW



0 200 400

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**Segment 11 (All)**  
River Valley Street to Ustick Road  
East Side of Eagle Road  
June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Adjust Guy Wire	LS	1	\$ 1,000.00	\$1,000		
Replace Chainlink Fence	FT	15	\$ 50.00	\$750		
Extend Culvert 20'	LS	1	\$ 5,000.00	\$5,000		
Relocate Natural Gas Line	LS	1	\$ 20,000.00	\$20,000		
Excavation	CY	150	\$ 25.00	\$3,750		
3/4" Aggregate Type B for Base	TON	280	\$ 30.00	\$8,400		
Concrete Sidewalk	SY	900	\$ 40.00	\$36,000		
Driveway	SY	100	\$ 50.00	\$5,000		
Traffic Control	LS	1	\$ 5,000.00			\$5,000
Survey	LS	1	\$ 4,000.00	\$4,000		
Alternative A: Pathway Illumination	LS	1	\$ 125,000.00		\$125,000	
Alternative B: Improved Shoulder	EACH	1	\$ 25,000.00			\$25,000
Contingency for Unknowns	%	15%		\$12,585	\$18,750	\$4,500
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$98,000</b>	<b>\$144,000</b>	<b>\$35,000</b>
Mobilization	%	10%		\$10,000	\$14,000	\$4,000
Construction Engineering & Inspection	%	15%		\$16,000	\$24,000	\$6,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$124,000</b>	<b>\$182,000</b>	<b>\$45,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$25,000	\$37,000	\$9,000
Preliminary Engineering (by ITD)	LS	1	\$ 10,000	\$10,000	\$0	\$0
Right-of-Way	LS	1	\$ 179,460	\$180,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$339,000</b>	<b>\$219,000</b>	<b>\$54,000</b>

**Segment 11 (Pathway Gap #1 Only)**  
River Valley Street to South Slough Canal  
East Side of Eagle Road  
June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Adjust Guy Wire	LS	1	\$ 1,000.00	\$1,000		
Replace Chainlink Fence	FT	15	\$ 50.00	\$750		
Excavation	CY	70	\$ 25.00	\$1,750		
3/4" Aggregate Type B for Base	TON	135	\$ 30.00	\$4,050		
Concrete Sidewalk	SY	430	\$ 40.00	\$17,200		
Driveway	SY	40	\$ 50.00	\$2,000		
Traffic Control	LS	1	\$ 5,000.00			\$5,000
Survey	LS	1	\$ 2,000.00	\$2,000		
Alternative A: Pathway Illumination	LS	1	\$ 20,000.00		\$20,000	
Alternative B: Improved Shoulder	EACH	1	\$ 25,000.00			\$25,000
Contingency for Unknowns	%	15%		\$4,313	\$3,000	\$4,500
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$34,000</b>	<b>\$23,000</b>	<b>\$35,000</b>
Mobilization	%	10%		\$3,000	\$2,000	\$4,000
Construction Engineering & Inspection	%	15%		\$6,000	\$4,000	\$6,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$43,000</b>	<b>\$29,000</b>	<b>\$45,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$9,000	\$6,000	\$9,000
Preliminary Engineering (by ITD)	LS	1	\$ 5,000	\$5,000	\$0	\$0
Right-of-Way	LS	1	\$ 92,973	\$93,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$150,000</b>	<b>\$35,000</b>	<b>\$54,000</b>

**Segment 11 (Pathway Gap #2 Only)**  
 South Slough Canal to Ustick Road  
 East Side of Eagle Road  
 June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Extend Culvert 20'	LS	1	\$ 5,000.00	\$5,000		
Relocate Natural Gas Line	LS	1	\$ 20,000.00	\$20,000		
Excavation	CY	80	\$ 25.00	\$2,000		
3/4" Aggregate Type B for Base	TON	145	\$ 30.00	\$4,350		
Concrete Sidewalk	SY	470	\$ 40.00	\$18,800		
Driveway	SY	60	\$ 50.00	\$3,000		
Survey	LS	1	\$ 2,000.00	\$2,000		
Alternative A: Pathway Illumination	LS	1	\$ 105,000.00		\$105,000	
Alternative B: Improved Shoulder	EACH	0	\$ 25,000.00			\$0
Contingency for Unknowns	%	15%		\$8,273	\$15,750	\$0
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$64,000</b>	<b>\$121,000</b>	<b>\$0</b>
Mobilization	%	10%		\$6,000	\$12,000	\$0
Construction Engineering & Inspection	%	15%		\$11,000	\$20,000	\$0
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$81,000</b>	<b>\$153,000</b>	<b>\$0</b>
Preliminary Engineering (by Consultant)	%	20%		\$17,000	\$31,000	\$0
Preliminary Engineering (by ITD)	LS	1	\$ 5,000	\$5,000	\$0	\$0
Right-of-Way	LS	1	\$ 86,487	\$86,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$189,000</b>	<b>\$184,000</b>	<b>\$0</b>



# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
Segment 11		5/4/2017	
Location		District	
River Valley St to Ustick Rd, East Side (Base Project Only)		D3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2005	38.434	38.937	0.5

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$10,000
1b. Preliminary Engineering by Consultant (PEC)		\$25,000
2. Right-of-Way: Number of Parcels 5      Number of Relocations		\$180,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$21,000
4. Earthwork		\$4,000
5. Drainage and Minor Structures		\$10,000
6. Pavement and Base		\$13,000
7. Railroad Crossing:		
Grade/Separation Structure <u>none</u>		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$50,000
15. Cost of Constructions (Items 3 through 14)		\$98,000
16. Mobilization 10 % of Item 15		\$10,000
17. Construction Engineer and Contingencies 15 % of Items 15 and 16		\$16,000
18. Total Construction Cost (15 + 16 + 17)		\$124,000
19. Total Project Cost ( 1 + 2 + 18)		\$339,000
20. Project Cost Per Mile		\$678,000

Prepared By:





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name			Temporary Key Number
	Eagle Road 10-foot pathway, River Valley St to Ustick Rd, East Side			Segment 11
District D3	Work Authority	Funding Year	Route(s)	
			Eagle Road (SH 55)	
Beginning Mile Post(s)	Ending Mile Post(s)	Current Project Phase		Type of Project
38.434	38.937	Evaluation Phase		Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segment 11	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

Project Sponsor			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
Project Owner			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
Project Manager			
Project Manager Name <b>Kathy Parker</b>	Project Manager Contact Info or Email <b>(208) 475-2240</b>		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, (208) 387-6199
Cable One - Boise	utility company	Tim Alverson, (208) 472-8433
Cable One - West Valley	utility company	Brett Pike, brett.pike@cableone.biz
Cambridge Telephone (CTC Telecom)	utility company	Daniel Morris, (208) 257-8240
CenturyLink	utility company	Cindi Davis, (208) 454-4039
City of Meridian	local agency	Warren Stewart, wstewart@meridiacity.org
Idaho Power	utility company	Ed Kosydar, (208) 388-2747
Integra Telecom	utility company	George Huss, (443) 403-2023
Intermountain Gas	underground utility	Mishelle Singleton, (208) 377-6863
Level 3 Communications	utility company	Pre-design Department, relo@Level3.com
SUEZ North America (Water)	utility company	Roger Greaves, (208) 362-7345
Syringa Networks	utility company	GIS Department, (800) 454-7214
Zayo Fiber Group	utility company	Adam Moon, (208) 514-3453

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete pathway along the east side of Eagle Road between River Valley Street and Ustick Road. The pathway will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- Construct a 10-foot concrete pathway within the two existing gaps. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment.
- Install ADA compliant pedestrian ramps at the River Valley Street and Ustick Road intersections.
- Extend the South Slough canal culvert 20 feet and fill over the culvert to construct a pedestrian crossing. An irrigation agreement will be required.
- Negotiate pathway easements on five parcels along the segment. This includes all four parcels within the existing gaps and southern-most parcel on the segment, which currently houses MattressFirm.

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b>			
	<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety		
	<input checked="" type="checkbox"/> Deficient-standards	<input type="checkbox"/> System Linkage		
	<input type="checkbox"/> Deficient-structurally	<input type="checkbox"/> Traffic Flow		
	<input checked="" type="checkbox"/> Enhancement	<input type="checkbox"/> Other _____		
	<input type="checkbox"/> Maintenance			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	
<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation		<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)	
<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries		<input type="checkbox"/> No Effect Report	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Prime Farmland – The U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database shows that all land within the project area has the potential to be prime farmland if certain remediation efforts (irrigation, removal of excess salts, drained, etc.) were to occur. However, the land has been annexed into Meridian city limits. This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.</li> <li>• Suspected Hazardous Materials Risks – Historical aerial imagery shows old cars and equipment being stored north of Leslie Drive on the East side of Eagle Road. Car batteries can be a source of lead contamination in soils. Fuel and oil from machinery could also contaminate the soils. The site has recently been cleared for development, and it is anticipated that required soil remediation has been addressed. Hazardous materials risks are not anticipated on this segment.</li> <li>• Stream and Wetland Encroachment – There are two stream and/or wetland crossings throughout Segment 11. At least one of the streams is not piped in the project area. Coordination with the Army Corps of Engineers is anticipated, and it is expected that a 404 Permit will be required. Coordination with canal companies will be required.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> <li>• Sediment – Erosion Control Plan – This will be required during construction of the project.</li> </ul>	

## 6. Design Standards

Crash History							
Crash Base Rate		Spot Locations that Exceed Base Rate		Crash Rate with Project Limits		Identify HALs (High Accident Locations)	
Design Data							
Design Exception Anticipated			Pavement Width Proposed		Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
Pavement Width Existing		Pavement Width Existing Standard	Proposed Design Vehicle			Design Year	
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future	Traffic DHV Present		Traffic DHV Future	
Project Standards							
Project Standards Select		Other Comments					
Additional Design Data - Development Phase							
Proposed Structures							
Proposed Maximum Super Elevation		Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type	
Minimum Curve Radius Proposed		Deck Width (c-c)		Deck Width (o-o)		Design Load	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Additional Design Data</b>				
Maximum Grade Existing	Maximum Grade Proposed	Minimum Curve Radius Existing	Clear Zone Fill	Clear Zone Cut
Minimum LOS Existing	Minimum LOS Proposed	Access Control Existing	Access Control Proposed	
<b>Traffic Signals</b>				
Existing Location	Proposed Location (Milepost)	Type of Controller	Type of Warrant	
<b>Railroad Crossing Protection</b>				
Existing Location (Milepost)	Proposed Location (Milepost)	Type of Protection	Type of Warrant	

<b>Design Standards - Development Phase</b>	
Project Oversight	Design Exception District Engineer Approval Date
Select	Select
Design Exception FHWA Approval Date if on NHS	Design Exception Committee Date if Applicable
Select	Select

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		

## 8. Resource Plan and Constraints

<b>Project Constraints</b>		
Scope Constraint	Schedule Constraint	Budget Constraint
Choose an item.	Choose an item.	Choose an item.
Project Constraints Narrative		
<b>Resource Plan</b>		
Project Design Services	Choose an item.	
Narrative		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				

## 13. Lessons Learned

Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well		What Could Be Done Differently
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well		What Could Be Done Differently
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well		What Could Be Done Differently
Action Plan		

## 14. Issues

Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

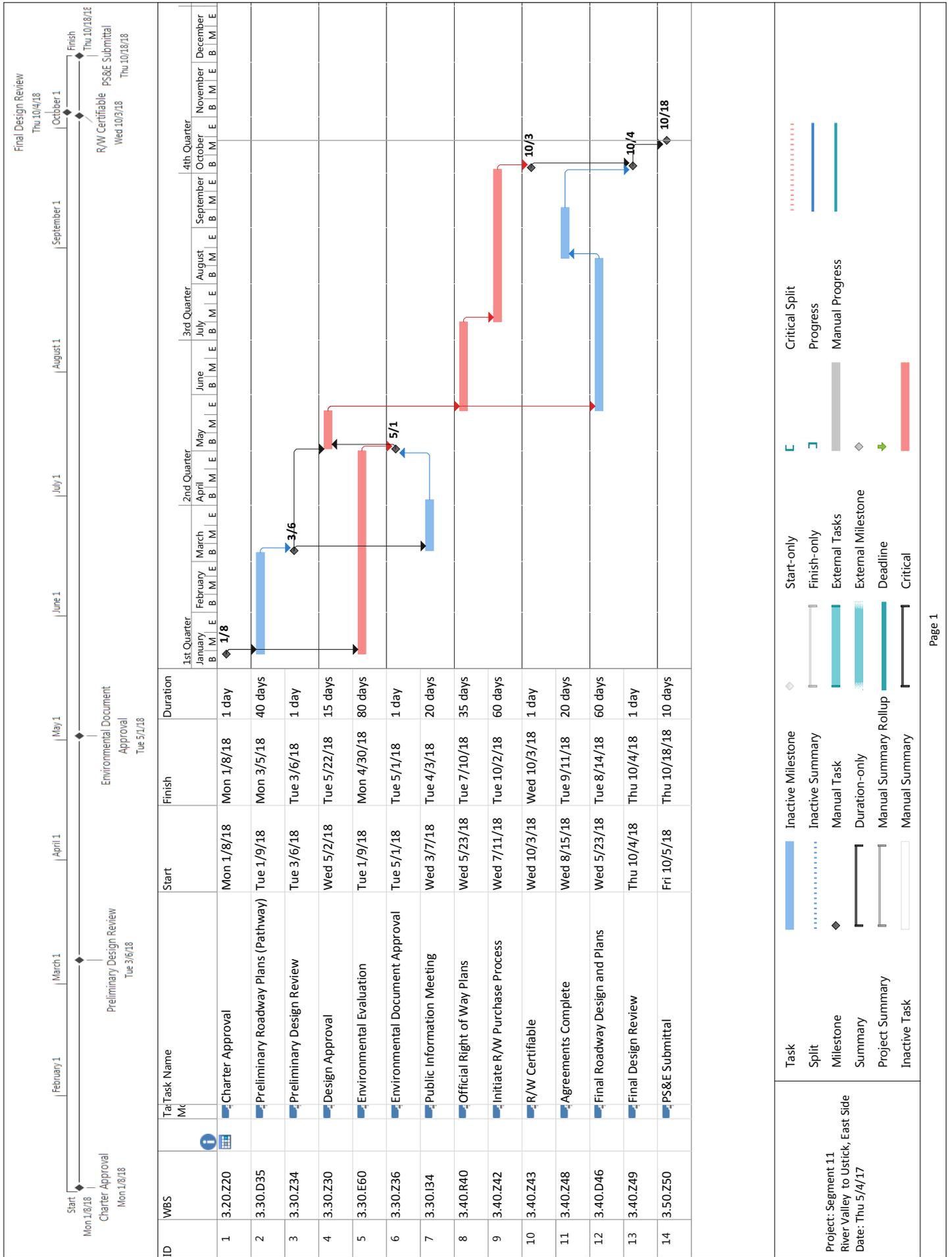
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					



# 2018 COMPASS Funding Application

## Phase I (v.2)

**All character limits include spaces!** Please answer all questions on this form, not on a separate sheet; do not change font size (use black, non-bold for responses) and **DO NOT EXCEED** character limits for each section. You may delete **NOTE** section at end of application to allow room to complete all sections within the 4-page limit. Must submit in Word format, not pdf to [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or [kparker@compassidaho.org](mailto:kparker@compassidaho.org).

**1. Project Title:** Eagle Road Multi-Use Pathway – Segment 11, River Valley Street to Ustick Road (East Side)

This project is Priority #   1   of #   3   applications submitted at this time.

**2. Agency Name/Main Contact Information:**

City of Meridian - Caleb Hood ([chood@meridiancity.org](mailto:chood@meridiancity.org), 208-884-5533)

**3. Seeking:** Place an X next to all that may apply.

Project Development		Grant Assistance (research, writing, review, letter of support)	
Capital/Construction Funding	x	Other (describe below*)	
Study or Area Plan Funding			

\*Describe "Other". (100 character limit)

**4. Location of Project:** Be specific and indicate if in downtown, a major activity center, or other. (200 character limit)

East side of Eagle Road, from River Valley Street to Ustick Road. Eagle Road is a mobility corridor with several activity centers.

**5. Description of Project:** Describe total project and specify which part(s) this funding will cover. (1,000 character limit)

Construct a 10-foot wide concrete multi-use pathway along the east side of Eagle Road between River Valley Street and Ustick Road. The project was identified in Phase 3 of Eagle Road Pathway Project Development. Phase 1 included an inventory of existing facilities and prioritized segments for improvements. Phases 2 and 3 scoped improvements required to achieve a 10-foot multi-use pathway on the highest priority segments.

The pathway will maintain 8-foot separation from Eagle Rd pavement wherever possible. Existing pathways that already meet the standard 10-foot width and 8-foot separation will be left in place. Existing sub-standard sidewalks will be removed.

**6. Purpose and Need for Project:** Why is this project important to your agency, as well as the region? (1,000 character limit)

There are insufficient bike/ped facilities on Eagle Road between Overland and Chinden. Gaps exist in the sidewalks and there are no bike lanes. Bicyclists are

known to use Eagle Rd even though the posted speed limits are up to 55 mph. Bike lanes are not being considered for Eagle Rd; multi-use pathways are preferred by Boise, Meridian and ITD, who collectively provide services along the corridor. Agencies desire to implement 10' wide pathways separated from traffic.

The purpose of this project is to construct 10' wide pathways separated from traffic. This project is critical to achieving all four of the CIM 2040 Transportation Goals.

**7. Estimated Cost: (45 character limit for each "How cost was determined") No cost estimates required for Project Development Program.**

Task	Cost Estimate	Amount Requested	How Cost was Determined
Environmental/Planning	\$0	\$0	Not applicable to this project
Design	\$35,000	\$32,500	Planning-level cost estimate
Construction/Procurement	\$304,000	\$281,700	Planning-level cost estimate
<b>TOTALS</b>	<b>\$339,000</b>	<b>\$314,200</b>	

**8. Partners/Support: Describe jurisdictional agencies and their role in the project, owner/status of right-of-way, project partners, and demonstrated general public support. (500 character limit)**

The project is located primarily within the ROW of an ITD state highway that traverses Meridian city limits. These agencies are supportive of the project and have participated in Phases 1-3 of the planning effort.

Easements obtained by the City will be required for the proposed pathways. Public outreach should be conducted.

**9. Project Readiness: Indicate which of the following elements of the project are not yet started, in process, or complete, and whether COMPASS assistance is needed. Place an X next to all of the following that apply. Select Y/N/NA and enter % complete in the *In Process* column unless N/A.**

PROJECT READINESS	Yes, No, or N/A	Not Yet Started	In Process	Date Completed	Need Assistance
Idea/concept only	Yes			9/30/16	
Identified in local or regional plan - List plan & page #'s below*	Yes			9/30/16	
Public/stakeholder involvement	Yes	x			
Formal approval by agency leaders	Yes	x			

Preliminary design (up to 30% of design)	Yes		10%		
Concept Report	Yes			8/18/17	
Environmental Evaluation is approved	Yes		10%		
Right-of-way or easements	Yes	x			
Final design	Yes	x			
Plans Specifications and Engineering (PS&E)	Yes	x			

\*List Plan and page numbers where project is identified. Provide explanation of other selections, as necessary. (500 character limit)

Eagle Road Corridor Project Development, Phase 3

**10. Project Status/Timeline/Schedule:** Include general status of the project and the timeline that would benefit the project most efficiently. (300 character limit)

Project is ready for programming into the ITIP. Expected duration of design through PS&E is 10 months.

**11. Funding/Match Available:** Please list the amount of match that you anticipate will be available and its source. What other sources have you applied to for funding, and what was the outcome? 7.34% match required for some programs. (300 character limit)

7.34% match by City of Meridian. No other applications.

**12. Measuring Project Success:** Which performance measures apply to this project? Place an X in the boxes that represent your project. (More details about performance measures can be found in the TIP Achievement section of the FY2016-2020 Regional Transportation Improvement Program available online:

<http://www.compassidaho.org/documents/prodserv/trans/FY2016TIPrpt.pdf>  
(page 9)

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> <li>Overlays or chip seals</li> <li>Preventive maintenance on vehicles</li> </ul>	
Transportation Infrastructure	<ul style="list-style-type: none"> <li>Bridge repair or rebuild</li> <li>Bus or van replacement</li> <li>Increase bus service</li> </ul>	x
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> <li>Add park and ride spaces</li> <li>Increase vanpool service</li> <li>Increase opportunities to walk and ride bicycles</li> </ul>	x
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> <li>Safety or capacity improvements to decrease congestion for freight</li> </ul>	

CATEGORY	EXAMPLES (not limited to these)	
Transportation Safety	<ul style="list-style-type: none"> <li>Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations)</li> </ul>	x
Environmental Sustainability	<ul style="list-style-type: none"> <li>Additional public transportation service</li> <li>New sidewalks or pathways</li> <li>Signalization improvements to improve traffic flow</li> </ul>	x
Land Use	<ul style="list-style-type: none"> <li>Improve quality of living in downtown, Major Activity Center, or infill areas</li> </ul>	x
Housing	<ul style="list-style-type: none"> <li>Widen a congested road to increase access to employment opportunities</li> </ul>	
Community Infrastructure	<ul style="list-style-type: none"> <li>New sidewalks in urban areas</li> </ul>	x
Health	<ul style="list-style-type: none"> <li>Specifically add connectivity and accessibility option to parks, schools, or grocery stores</li> </ul>	x
Open Space	<ul style="list-style-type: none"> <li>New or improved connections or access to parks and pathway amenities, or the greenbelt</li> </ul>	x
Farmland	<ul style="list-style-type: none"> <li>Does not negatively impact farmland</li> </ul>	x
Support	<ul style="list-style-type: none"> <li>Planning projects</li> <li>Staff salary</li> <li>Technology improvements</li> <li>Public transportation operations</li> </ul>	

Provide explanation, if necessary. (200 character limit)

**NOTE:**

- Maximum Phase I Funding Application form length is four pages without attachments
- Attach no more than two map/sketch pages (required)
- Attach at least one letter committing match (required, except for Project Development Program; all other programs require a minimum of 7.34% match)
- Attach no more than five one-page support letters (optional)
- Cover letters may not exceed one page (optional)

Please note that if you are not submitting an application you want to be considered for the funding cycle due November 30, 2016, but are providing information for future COMPASS assistance only, no attachments are required at this time; however, please send what you can.

T:\FY17\600 Projects\685 Resource Development\Phase I App's\Phase I v2 2018 COMPASS Funding Application.docx



# Eagle Road Corridor Multi-Use Pathway

Segments 14-B & 16 – Boise/Meridian City Limit to McMillan Road  
(West Side)



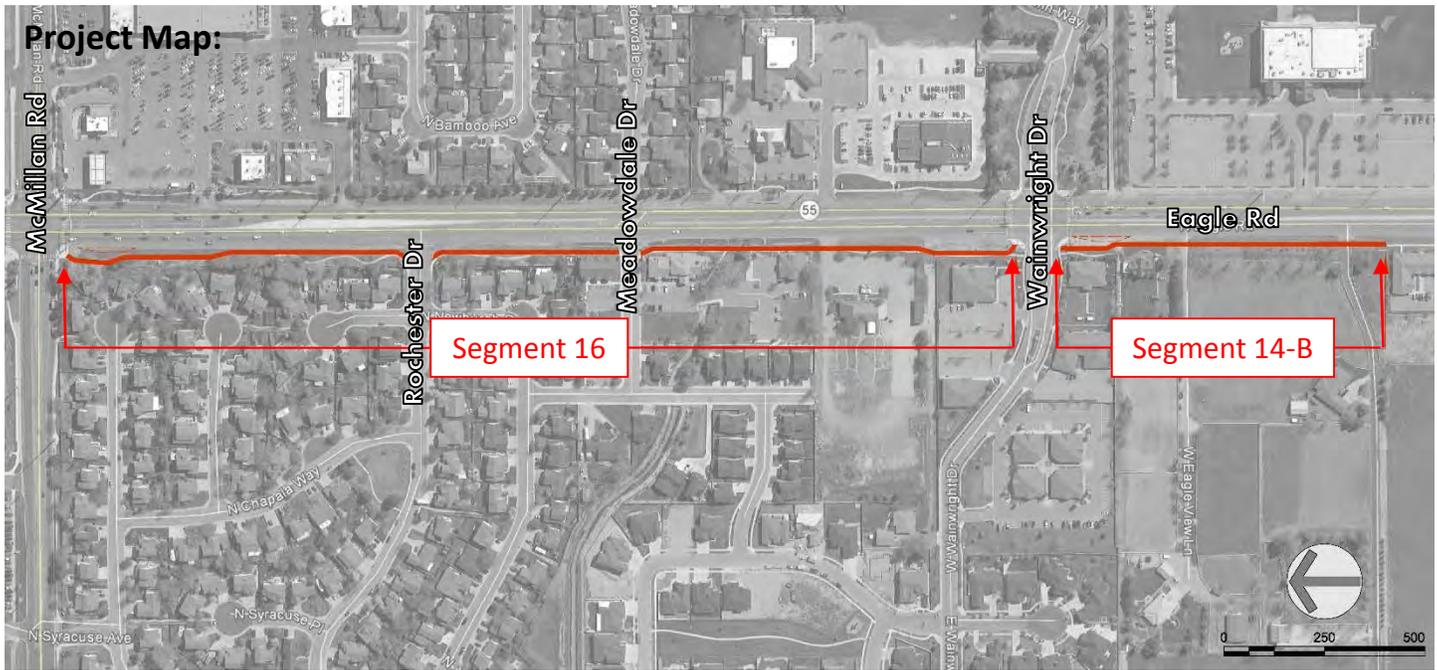
**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

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Preliminary Project Schedule (True Minimum Milestones).....	S14B/16-20
2018 Phase I COMPASS Funding Application.....	S14B/16-21



<b>Project:</b> <b>City Limit to McMillan Rd, West Side</b>			<b>Segments</b> <b>14-B &amp; 16</b>
Route: Eagle Road (SH 55)	County Ada	City (nearest) Boise	District 3
Beginning Milepost 39.312	Ending Milepost 39.942	Length (miles) 0.63	
Location Notes: West side of Eagle Rd, from the Boise-Meridian City Limit to McMillan Rd			



**BACKGROUND**

The southern 500 feet of Segment 14-B is agricultural/residential parcels. The northern 300 feet span two commercial parcels currently housing health/wellness and real estate businesses. The only existing pathway is on the northern-most parcel adjacent to Wainwright Drive.

The southern 1,100 feet of Segment 16 is commercial parcels currently housing health/wellness and self-storage businesses. The northern 1,250 feet are residential common area. Albertsons, Starbucks, and Sinclair are located across Eagle Rd from Segment 16. Lowell Scott Middle School and the Charles F. McDevitt Youth Complex are located across McMillan Rd to the north. Sidewalk is present along the entirety of Segment 16; however, it does not meet the desired 10-foot standard width and should be improved.

These segments were prioritized over other deficient segments of Eagle Road for several reasons:

- Absence of pathways along Segment 14-B
- Close proximity of Segment 16 to Lowell Scott Middle School (located on the northeast corner of Eagle Rd and McMillan Rd)
- Low potential for pathway construction via private development
- High usage potential due to nearby residences and destinations within walking distance of one another

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway along Segments 14-B and 16. Remove existing sidewalks that are less than 10 feet wide. Provide an eight-foot separation between pavement and pathway where possible.

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate (Base Project Only):</b>	
AADT (2015)	50,000 vehicles/day	Preliminary Engineering	\$139,000
Total Crashes (2011-2015)	151 crashes	Right-of-Way	\$190,000
Bike/Ped Crashes (2011-2015)	2 crashes	Construction	\$644,000
Strava™ Trips (2014)	133 trips	<b>Total Estimated Cost</b>	<b>\$973,000</b>

## SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct a 10-foot concrete pathway along the entire length of both segments. Remove existing sidewalks. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment.
- Negotiate pathway easements on nine parcels along the segment. This includes all parcels fronting Segment 16 and the northern-most parcel of Segment 14-B.
- Install retaining walls on Segment 14-B to stabilize slopes behind the proposed pathway.
- Remove the existing 5-foot wide pedestrian bridge over the North Slough canal and replace with a new 10' wide pedestrian bridge.

Alternative A: Install historical-style pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.

Alternative B: Construct two improved shoulders (south of Wainwright Drive and McMillan Road) that include an area for a future bus pullout, loading area, and shelter.

## ENVIRONMENTAL CONSIDERATIONS

The project may involve the following environmental considerations and control measures:

- Prime Farmland – The U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database shows that all land within the project area has the potential to be prime farmland if certain remediation efforts (irrigation, removal of excess salts, drained, etc.) were to occur. However, the land has been annexed into Boise city limits. This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.
- Stream and Wetland Encroachment – There are two stream and/or wetland crossings throughout Segments 14B and 16. One is shown as a wetland, and the other is an unnamed stream. It appears that each of these are enclosed in pipes, but will require coordination with the Army Corps of Engineers and the canal company. A 404 Permit may be required.
- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.
- Sediment – Erosion Control Plan – This will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAassist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor's Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))

**Eagle Road Corridor**  
Segments 14-B & 16 – City Limit to McMillan (West Side)



Looking north at Jasmine Lane, from the south end of Segment 14-B

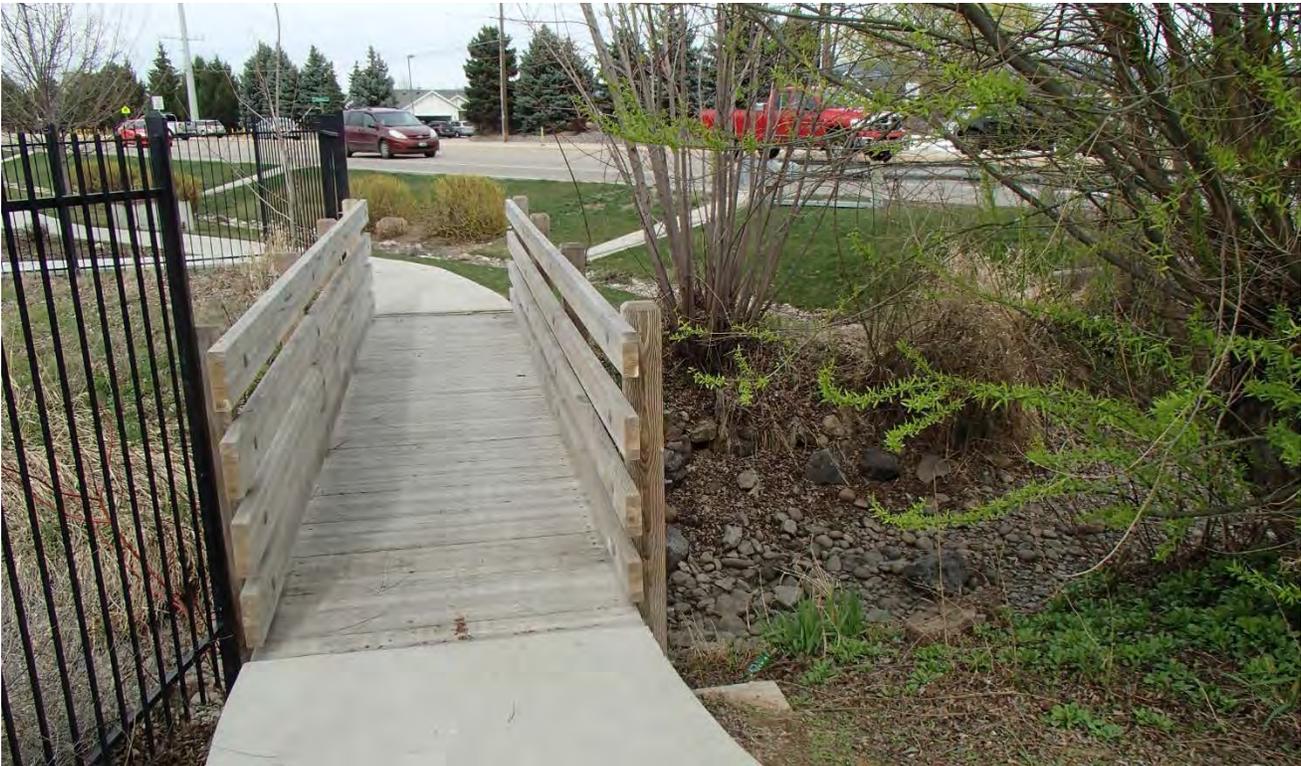


Looking north on Segment 14-B at Wainwright Drive

**Eagle Road Corridor**  
Segments 14-B & 16 – City Limit to McMillan (West Side)



Looking south on Segment 16 adjacent to StoragePlus Self-Storage



Looking northeast on Segment 16 across the North Slough canal pedestrian bridge

**Eagle Road Corridor**  
Segments 14-B & 16 – City Limit to McMillan (West Side)

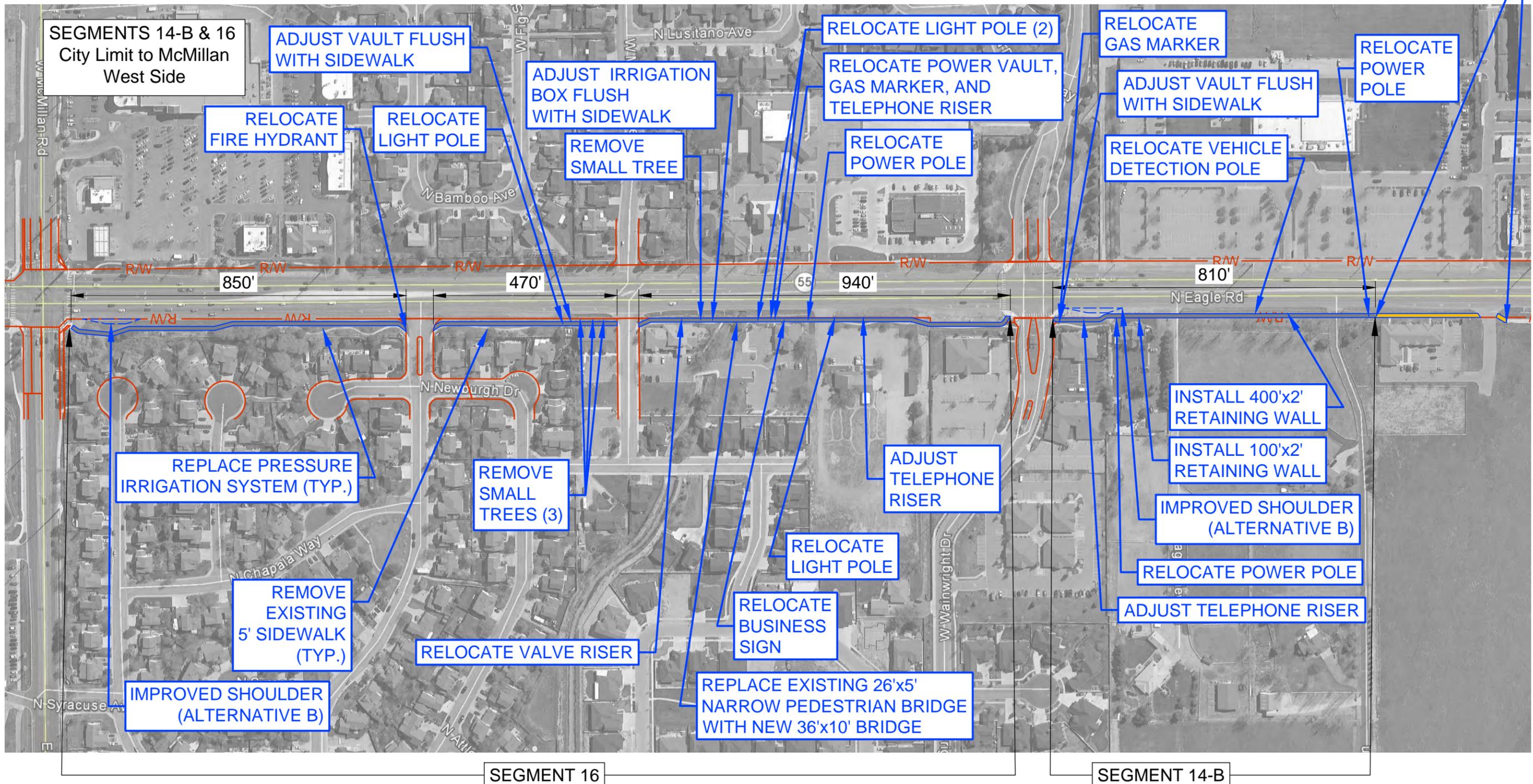


Looking north on Segment 16 from Meadowdale Drive



Looking north on Segment 16 at McMillan Rd

J:\215056-002 COMPASS Eagle Road Phase 3c\_DESN\_CAD\Segment Concept Figures\SEGMENT 14-B & 16.dwg DATE: 06/20/2017 TIME: 03:19:36 PM



SEGMENTS 14-B & 16  
City Limit to McMillan  
West Side

Imminent Construction by Developer  
(Not Included in this Project)



COMMUNITY PLANNING ASSOCIATION  
OF SOUTHWEST IDAHO

EAGLE ROAD CORRIDOR  
PROJECT DEVELOPMENT SERVICES

SEGMENTS 14-B & 16

PROJECT NO.  
215056-002  
FIGURE NO.  
S14/16

**Segment 14-B & 16 (All)**  
City Limit to McMillan Rd  
West Side of Eagle Road  
June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Remove Existing Sidewalk	SY	1,500	\$ 12.00	\$18,000		
Remove Tree	EACH	4	\$ 500.00	\$2,000		
Relocate Vehicle Detection Pole	EACH	1	\$ 4,000.00	\$4,000		
Relocate Telephone Riser	EACH	3	\$ 2,000.00	\$6,000		
Adjust Vault to be Flush with Pathway	EACH	2	\$ 3,000.00	\$6,000		
Adjust Irrigation Box to be Flush w/ Pathway	EACH	2	\$ 3,000.00	\$6,000		
Relocate Valve Riser	EACH	1	\$ 2,000.00	\$2,000		
Relocate Light Pole	EACH	4	\$ 3,000.00	\$12,000		
Relocate Power Pole	EACH	1	\$ 5,000.00	\$5,000		
Relocate Fire Hydrant	EACH	1	\$ 5,000.00	\$5,000		
Relocate Power Vault	EACH	1	\$ 10,000.00	\$10,000		
Relocate Business Sign	EACH	1	\$ 3,000.00	\$3,000		
Relocate Natural Gas Line	LS	1	\$ 40,000.00	\$40,000		
Replace Pressure Irrigation System	LS	1	\$ 4,000.00	\$4,000		
Excavation	CY	600	\$ 25.00	\$15,000		
3/4" Aggregate Type B for Base	TON	1,130	\$ 30.00	\$33,900		
Concrete Sidewalk	SY	3,600	\$ 40.00	\$144,000		
Driveway	SY	170	\$ 50.00	\$8,500		
Remove and Replace Pedestrian Bridge	LS	1	\$ 60,000.00	\$60,000		
Retaining Wall	SF	1,000	\$ 50.00	\$50,000		
Traffic Control	LS	1	\$ 6,000.00			\$6,000
Survey	LS	1	\$ 8,000.00	\$8,000		
Alternative A: Pathway Illumination	LS	1	\$ 185,000.00		\$185,000	
Alternative B: Improved Shoulder	EACH	2	\$ 25,000.00			\$50,000
Contingency	%	15%		\$66,360	\$27,750	\$8,400
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$509,000</b>	<b>\$213,000</b>	<b>\$65,000</b>
Mobilization	%	10%		\$51,000	\$21,000	\$7,000
Construction Engineering & Inspection	%	15%		\$84,000	\$35,000	\$11,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$644,000</b>	<b>\$269,000</b>	<b>\$83,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$129,000	\$54,000	\$17,000
Preliminary Engineering (by ITD)	LS	1	\$ 10,000	\$10,000	\$0	\$0
Right-of-Way	LS	1	\$ 189,728	\$190,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$973,000</b>	<b>\$323,000</b>	<b>\$100,000</b>

**Segment 14-B (Only)**  
City Limit to Wainwright Drive  
West Side of Eagle Road  
June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Remove Existing Sidewalk	SY	100	\$ 12.00	\$1,200		
Relocate Vehicle Detection Pole	EACH	1	\$ 4,000.00	\$4,000		
Relocate Telephone Riser	EACH	1	\$ 2,000.00	\$2,000		
Adjust Vault to be Flush with Pathway	EACH	1	\$ 3,000.00	\$3,000		
Adjust Irrigation Box to be Flush w/ Pathway	EACH	1	\$ 3,000.00	\$3,000		
Relocate Natural Gas Line	LS	1	\$ 20,000.00	\$20,000		
Replace Pressure Irrigation System	LS	1	\$ 500.00	\$500		
Excavation	CY	160	\$ 25.00	\$4,000		
3/4" Aggregate Type B for Base	TON	290	\$ 30.00	\$8,700		
Concrete Sidewalk	SY	950	\$ 40.00	\$38,000		
Driveway	SY	100	\$ 50.00	\$5,000		
Retaining Wall	SF	1,000	\$ 50.00	\$50,000		
Traffic Control	LS	1	\$ 3,000.00			\$3,000
Survey	LS	1	\$ 3,000.00	\$3,000		
Alternative A: Pathway Illumination	LS	1	\$ 50,000.00		\$50,000	
Alternative B: Improved Shoulder	EACH	1	\$ 25,000.00			\$25,000
Contingency	%	15%		\$21,360	\$7,500	\$4,200
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$164,000</b>	<b>\$58,000</b>	<b>\$33,000</b>
Mobilization	%	10%		\$16,000	\$6,000	\$3,000
Construction Engineering & Inspection	%	15%		\$27,000	\$10,000	\$5,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$207,000</b>	<b>\$74,000</b>	<b>\$41,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$42,000	\$15,000	\$9,000
Preliminary Engineering (by ITD)	LS	1	\$ 5,000	\$5,000	\$0	\$0
Right-of-Way	LS	1	\$ 24,369	\$24,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$278,000</b>	<b>\$89,000</b>	<b>\$50,000</b>

**Segment 16 (Only)**  
Wainwright Dr to McMillan Rd  
West Side of Eagle Road  
June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Remove Existing Sidewalk	SY	1,400	\$ 12.00	\$16,800		
Remove Tree	EACH	4	\$ 500.00	\$2,000		
Relocate Telephone Riser	EACH	2	\$ 2,000.00	\$4,000		
Adjust Vault to be Flush with Pathway	EACH	1	\$ 3,000.00	\$3,000		
Adjust Irrigation Box to be Flush w/ Pathway	EACH	1	\$ 3,000.00	\$3,000		
Relocate Valve Riser	EACH	1	\$ 2,000.00	\$2,000		
Relocate Light Pole	EACH	4	\$ 3,000.00	\$12,000		
Relocate Power Pole	EACH	1	\$ 5,000.00	\$5,000		
Relocate Fire Hydrant	EACH	1	\$ 5,000.00	\$5,000		
Relocate Power Vault	EACH	1	\$ 10,000.00	\$10,000		
Relocate Business Sign	EACH	1	\$ 3,000.00	\$3,000		
Relocate Natural Gas Line	LS	1	\$ 20,000.00	\$20,000		
Replace Pressure Irrigation System	LS	1	\$ 3,500.00	\$3,500		
Excavation	CY	440	\$ 25.00	\$11,000		
3/4" Aggregate Type B for Base	TON	840	\$ 30.00	\$25,200		
Concrete Sidewalk	SY	2,650	\$ 40.00	\$106,000		
Driveway	SY	70	\$ 50.00	\$3,500		
Remove and Replace Pedestrian Bridge	LS	1	\$ 60,000.00	\$60,000		
Traffic Control	LS	1	\$ 3,000.00			\$3,000
Survey	LS	1	\$ 5,000.00	\$5,000		
Alternative A: Pathway Illumination	LS	1	\$ 135,000.00		\$135,000	
Alternative B: Improved Shoulder	EACH	1	\$ 25,000.00			\$25,000
Contingency	%	15%		\$45,000	\$20,250	\$4,200
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$345,000</b>	<b>\$156,000</b>	<b>\$33,000</b>
Mobilization	%	10%		\$35,000	\$16,000	\$3,000
Construction Engineering & Inspection	%	15%		\$57,000	\$26,000	\$5,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$437,000</b>	<b>\$198,000</b>	<b>\$41,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$88,000	\$40,000	\$9,000
Preliminary Engineering (by ITD)	LS	1	\$ 5,000	\$5,000	\$0	\$0
Right-of-Way	LS	1	\$ 165,359	\$165,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$695,000</b>	<b>\$238,000</b>	<b>\$50,000</b>



# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
Segments 14-B & 16		5/4/2017	
Location		District	
City Limit to McMillan Rd, West Side (Base Project Only)		D3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2005	39.312	39.942	0.63

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$10,000
1b. Preliminary Engineering by Consultant (PEC)		\$129,000
2. Right-of-Way: Number of Parcels 9      Number of Relocations		\$190,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$84,000
4. Earthwork		\$35,000
5. Drainage and Minor Structures		\$72,000
6. Pavement and Base		\$56,000
7. Railroad Crossing:		
Grade/Separation Structure <u>none</u>		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input checked="" type="checkbox"/> New Structure      Length/Width <u>36'x10'</u>		\$60,000
Location <u>West side of Eagle Road, over North Slough canal</u>		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width    _____		
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$4,000
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$198,000
15. Cost of Constructions (Items 3 through 14)		\$509,000
16. Mobilization    10 % of Item 15		\$51,000
17. Construction Engineer and Contingencies      15 % of Items 15 and 16		\$84,000
18. Total Construction Cost (15 + 16 + 17)		\$644,000
19. Total Project Cost ( 1 + 2 + 18)		\$973,000
20. Project Cost Per Mile		\$1,544,000

Prepared By:





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name Eagle Road 10-foot pathway, City Limit to McMillan Rd, West Side			Temporary Key Number Segments 14-B & 16
District D3	Work Authority	Funding Year	Route(s) Eagle Road (SH 55)	
Beginning Mile Post(s) 39.312	Ending Mile Post(s) 39.942		Current Project Phase Evaluation Phase	Type of Project Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segments 14-B & 16	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

Project Sponsor			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
Project Owner			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
Project Manager			
Project Manager Name <b>Kathy Parker</b>	Project Manager Contact Info or Email <b>(208) 475-2240</b>		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, (208) 387-6199
Boise City Parks and Recreation	local agency	Brenda Reynolds, (208) 608-7702
Cable One - Boise	utility company	Tim Alverson, (208) 472-8433
CenturyLink	utility company	Cindi Davis, (208) 454-4039
City of Boise - Street Lighting	local agency	Tom Marshall, (208) 388-4719
City of Boise Public Works	local agency	Rich D'ambrosia, (208) 608-7204
City of Meridian	local agency	Warren Stewart, wstewart@meridiacity.org
Idaho Power	utility company	Ed Kosydar, (208) 388-2747
Integra Telecom	utility company	George Huss, (443) 403-2023
Intermountain Gas	underground utility	Mishelle Singleton, (208) 377-6863
Level 3 Communications	utility company	Pre-design Department, relo@Level3.com
SUEZ North America (Water)	utility company	Roger Greaves, (208) 362-7345
Syringa Networks	utility company	GIS Department, (800) 454-7214
Zayo Fiber Group	utility company	Adam Moon, (208) 514-3453

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete pathway along the west side of Eagle Road between the Boise city limit and McMillan Road. The pathway will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- **Construct a 10-foot concrete pathway along the entire length of both segments. Remove existing sidewalks. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment.**
- **Construct a retaining wall over the South Slough canal culvert to accommodate the proposed pathway. Install a concrete driveway at the approach to the canal access road. An irrigation agreement will be required.**
- **Negotiate pathway easements on nine parcels along the segment. This includes all parcels fronting Segment 16 and the northern-most parcel of Segment 14-B.**
- **Install retaining walls on Segment 14-B to stabilize slopes behind the proposed pathway.**
- **Remove the existing 5-foot wide pedestrian bridge over the North Slough canal and replace with a new 10' wide pedestrian bridge.**

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b>			
	<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety		
	<input checked="" type="checkbox"/> Deficient-standards	<input type="checkbox"/> System Linkage		
	<input type="checkbox"/> Deficient-structurally	<input type="checkbox"/> Traffic Flow		
	<input checked="" type="checkbox"/> Enhancement	<input type="checkbox"/> Other _____		
	<input type="checkbox"/> Maintenance			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	
<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation		<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)	
<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries		<input type="checkbox"/> No Effect Report	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Prime Farmland – The U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database shows that all land within the project area has the potential to be prime farmland if certain remediation efforts (irrigation, removal of excess salts, drained, etc.) were to occur. However, the land has been annexed into Boise city limits. This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.</li> <li>• Stream and Wetland Encroachment – There are two stream and/or wetland crossings throughout Segments 14B and 16. One is shown as a wetland, and the other is an unnamed stream. It appears that each of these are enclosed in pipes, but will require coordination with the Army Corps of Engineers and the canal company. A 404 Permit may be required.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> <li>• Sediment – Erosion Control Plan – This will be required during construction of the project.</li> </ul>	

## 6. Design Standards

<b>Crash History</b>									
Crash Base Rate	Spot Locations that Exceed Base Rate		Crash Rate with Project Limits			Identify HALs (High Accident Locations)			
<b>Design Data</b>									
Design Exception Anticipated			Pavement Width Proposed			Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	
Pavement Width Existing			Pavement Width Existing Standard		Proposed Design Vehicle			Design Year	
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future		Traffic DHV Present		Traffic DHV Future		
<b>Project Standards</b>									
Project Standards Select		Other Comments							
<b>Additional Design Data - Development Phase</b>									
<b>Proposed Structures</b>									
Proposed Maximum Super Elevation			Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type		
Minimum Curve Radius Proposed			Deck Width (c-c)		Deck Width (o-o)		Design Load		
<b>Additional Design Data</b>									
Maximum Grade Existing		Maximum Grade Proposed		Minimum Curve Radius Existing		Clear Zone Fill		Clear Zone Cut	
Minimum LOS Existing			Minimum LOS Proposed		Access Control Existing		Access Control Proposed		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Traffic Signals</b>			
Existing Location	Proposed Location (Milepost)	Type of Controller	Type of Warrant
<b>Railroad Crossing Protection</b>			
Existing Location (Milepost)	Proposed Location (Milepost)	Type of Protection	Type of Warrant

Design Standards - Development Phase			
Project Oversight		Design Exception District Engineer Approval Date	
Select		Select	
Design Exception FHWA Approval Date if on NHS		Design Exception Committee Date if Applicable	
Select		Select	

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		

## 8. Resource Plan and Constraints

Project Constraints		
Scope Constraint	Schedule Constraint	Budget Constraint
Choose an item.	Choose an item.	Choose an item.
Project Constraints Narrative		
Resource Plan		
Project Design Services	Choose an item.	
Narrative		

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			

### 13. Lessons Learned

Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

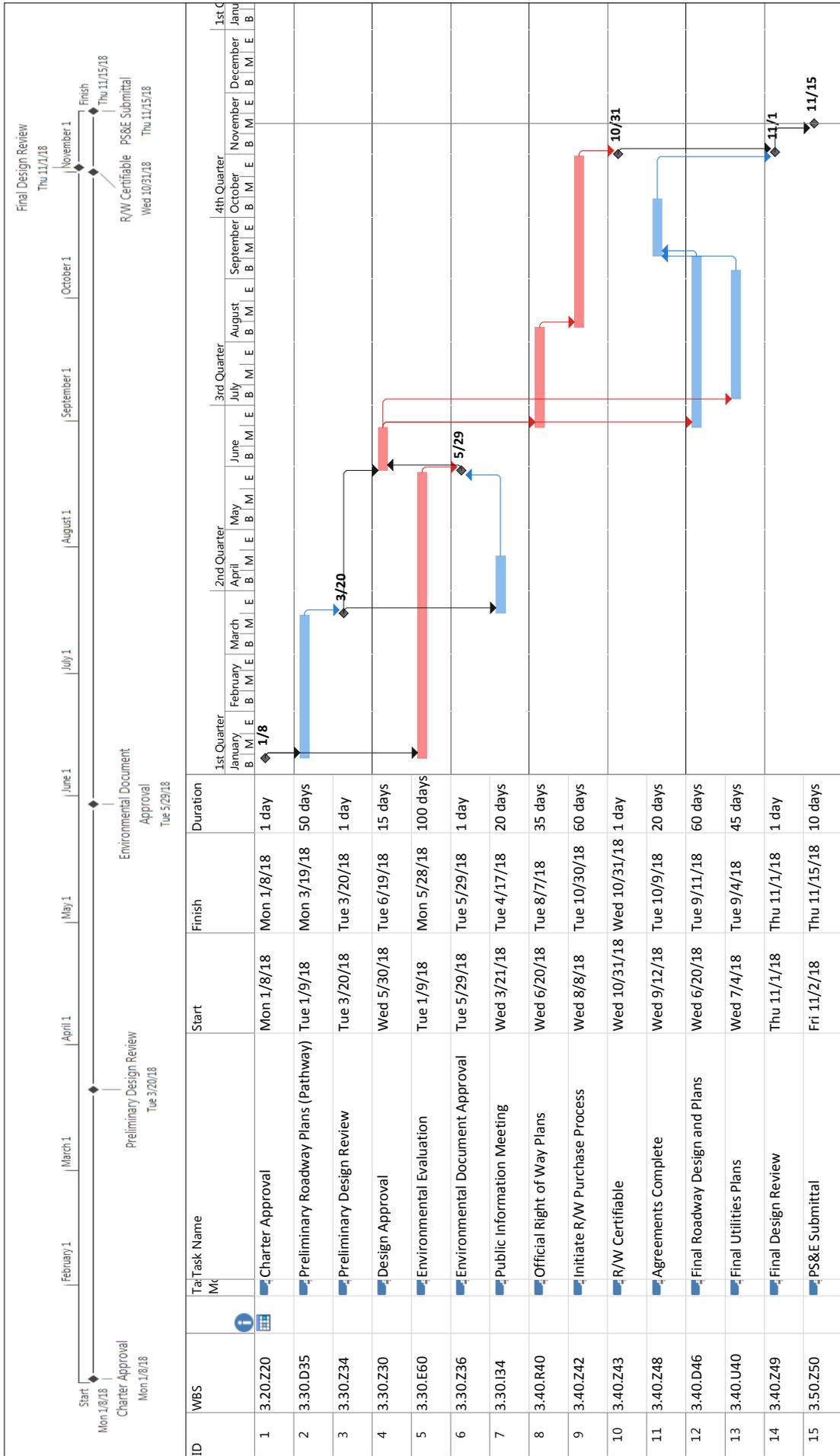
Title	Project Type Select	Project Phase Select
What Worked Well		What Could Be Done Differently
Action Plan		

## 14. Issues

Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					



ID	WBS	Task Name	Start	Finish	Duration	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Q	2nd Q	3rd Q	4th Q
1	3.20.Z20	Charter Approval	Mon 1/8/18	Mon 1/8/18	1 day	◆ 1/8							
2	3.30.D35	Preliminary Roadway Plans (Pathway)	Tue 1/9/18	Mon 3/19/18	50 days		◆ 3/20						
3	3.30.Z34	Preliminary Design Review	Tue 3/20/18	Tue 3/20/18	1 day								
4	3.30.Z30	Design Approval	Wed 5/30/18	Tue 6/19/18	15 days								
5	3.30.E60	Environmental Evaluation	Tue 1/9/18	Mon 5/28/18	100 days								
6	3.30.Z36	Environmental Document Approval	Tue 5/29/18	Tue 5/29/18	1 day								
7	3.30.I34	Public Information Meeting	Wed 3/21/18	Tue 4/17/18	20 days								
8	3.40.R40	Official Right of Way Plans	Wed 6/20/18	Tue 8/7/18	35 days								
9	3.40.Z42	Initiate R/W Purchase Process	Wed 8/8/18	Tue 10/30/18	60 days								
10	3.40.Z43	R/W Certifiable	Wed 10/31/18	Wed 10/31/18	1 day								◆ 10/31
11	3.40.Z48	Agreements Complete	Wed 9/12/18	Tue 10/9/18	20 days								
12	3.40.D46	Final Roadway Design and Plans	Wed 6/20/18	Tue 9/11/18	60 days								
13	3.40.U40	Final Utilities Plans	Wed 7/4/18	Tue 9/4/18	45 days								
14	3.40.Z49	Final Design Review	Thu 11/1/18	Thu 11/1/18	1 day								◆ 11/1
15	3.50.Z50	PS&E Submittal	Fri 11/2/18	Thu 11/15/18	10 days								◆ 11/15

Project: Segment 14B & 16  
City Limits to McMillan, West Side  
Date: Thu 5/4/17

Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

# 2018 COMPASS Funding Application

## Phase I (v.2)

**All character limits include spaces!** Please answer all questions on this form, not on a separate sheet; do not change font size (use black, non-bold for responses) and **DO NOT EXCEED** character limits for each section. You may delete **NOTE** section at end of application to allow room to complete all sections within the 4-page limit. Must submit in Word format, not pdf to [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or [kparker@compassidaho.org](mailto:kparker@compassidaho.org).

**1. Project Title:** Eagle Road Multi-Use Pathway – Segment 14-B & 16, City Limit to McMillan Road (West Side)

This project is Priority # 2 of # 3 applications submitted at this time.

**2. Agency Name/Main Contact Information:**

City of Boise – Zach Piepmeyer ([zpiepmeyer@cityofboise.org](mailto:zpiepmeyer@cityofboise.org), 208-608-7096)

**3. Seeking:** Place an X next to all that may apply.

Project Development		Grant Assistance (research, writing, review, letter of support)	
Capital/Construction Funding	x	Other (describe below*)	
Study or Area Plan Funding			

\*Describe "Other". (100 character limit)

**4. Location of Project:** Be specific and indicate if in downtown, a major activity center, or other. (200 character limit)

West side of Eagle Road, from the Boise/Meridian City Limit to McMillan Road. Eagle Road is a mobility corridor with several activity centers.

**5. Description of Project:** Describe total project and specify which part(s) this funding will cover. (1,000 character limit)

Construct a 10-foot wide concrete multi-use pathway along the west side of Eagle Road between the Boise/Meridian City Limit and McMillan Road. The project was identified in Phase 3 of Eagle Road Pathway Project Development. Phase 1 included an inventory of existing facilities and prioritized segments for improvements. Phases 2 and 3 scoped improvements required to achieve a 10-foot multi-use pathway on the highest priority segments.

The pathway will maintain 8-foot separation from Eagle Rd pavement wherever possible. Existing pathways that already meet the standard 10-foot width and 8-foot separation will be left in place. Existing sub-standard sidewalks will be removed.

**6. Purpose and Need for Project:** Why is this project important to your agency, as well as the region? (1,000 character limit)

There are insufficient bike/ped facilities on Eagle Road between Overland and Chinden. Gaps exist in the sidewalks and there are no bike lanes. Bicyclists are

known to use Eagle Rd even though the posted speed limits are up to 55 mph. Bike lanes are not being considered for Eagle Rd; multi-use pathways are preferred by Boise, Meridian and ITD, who collectively provide services along the corridor. Agencies desire to implement 10' wide pathways separated from traffic.

The purpose of this project is to construct 10' wide pathways separated from traffic. This project is critical to achieving all four of the CIM 2040 Transportation Goals and is consistent with Boise's Transportation Action Plan and Blueprint Boise. The City of Boise desires to provide people choices in transportation.

**7. Estimated Cost: (45 character limit for each "How cost was determined") No cost estimates required for Project Development Program.**

Task	Cost Estimate	Amount Requested	How Cost was Determined
Environmental/Planning	\$0	\$0	Not applicable to this project
Design	\$139,000	\$128,800	Planning-level cost estimate
Construction/Procurement	\$834,000	\$772,900	Planning-level cost estimate
<b>TOTALS</b>	\$973,000	\$901,700	

**8. Partners/Support: Describe jurisdictional agencies and their role in the project, owner/status of right-of-way, project partners, and demonstrated general public support. (500 character limit)**

The project is located primarily within the ROW of an ITD state highway that traverses Meridian city limits. These agencies are supportive of the project and have participated in Phases 1-3 of the planning effort.

Easements obtained by the City will be required for the proposed pathways. Public outreach should be conducted.

**9. Project Readiness: Indicate which of the following elements of the project are not yet started, in process, or complete, and whether COMPASS assistance is needed. Place an X next to all of the following that apply. Select Y/N/NA and enter % complete in the In Process column unless N/A.**

PROJECT READINESS	Yes, No, or N/A	Not Yet Started	In Process	Date Completed	Need Assistance
Idea/concept only	Yes			9/30/16	
Identified in local or regional plan - List plan & page #'s below*	Yes			9/30/16	
Public/stakeholder involvement	Yes	x			

Formal approval by agency leaders	Yes	x			
Preliminary design (up to 30% of design)	Yes		10%		
Concept Report	Yes			8/18/17	
Environmental Evaluation is approved	Yes		10%		
Right-of-way or easements	Yes	x			
Final design	Yes	x			
Plans Specifications and Engineering (PS&E)	Yes	x			

\*List Plan and page numbers where project is identified. Provide explanation of other selections, as necessary. (500 character limit)  
Eagle Road Corridor Project Development, Phase 3

**10. Project Status/Timeline/Schedule:** Include general status of the project and the timeline that would benefit the project most efficiently. (300 character limit)

Project is ready for programming into the ITIP. Expected duration of design through PS&E is 11 months.

**11. Funding/Match Available:** Please list the amount of match that you anticipate will be available and its source. What other sources have you applied to for funding, and what was the outcome? 7.34% match required for some programs. (300 character limit)

7.34% match by City of Boise. No other applications.

**12. Measuring Project Success:** Which performance measures apply to this project? Place an X in the boxes that represent your project. (More details about performance measures can be found in the TIP Achievement section of the FY2016-2020 Regional Transportation Improvement Program available online:

<http://www.compassidaho.org/documents/prodserv/trans/FY2016TIPrpt.pdf>  
(page 9)

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> <li>Overlays or chip seals</li> <li>Preventive maintenance on vehicles</li> </ul>	
Transportation Infrastructure	<ul style="list-style-type: none"> <li>Bridge repair or rebuild</li> <li>Bus or van replacement</li> <li>Increase bus service</li> </ul>	x
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> <li>Add park and ride spaces</li> <li>Increase vanpool service</li> <li>Increase opportunities to walk and ride bicycles</li> </ul>	x

CATEGORY	EXAMPLES (not limited to these)	
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> <li>• Safety or capacity improvements to decrease congestion for freight</li> </ul>	
Transportation Safety	<ul style="list-style-type: none"> <li>• Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations)</li> </ul>	x
Environmental Sustainability	<ul style="list-style-type: none"> <li>• Additional public transportation service</li> <li>• New sidewalks or pathways</li> <li>• Signalization improvements to improve traffic flow</li> </ul>	x
Land Use	<ul style="list-style-type: none"> <li>• Improve quality of living in downtown, Major Activity Center, or infill areas</li> </ul>	x
Housing	<ul style="list-style-type: none"> <li>• Widen a congested road to increase access to employment opportunities</li> </ul>	
Community Infrastructure	<ul style="list-style-type: none"> <li>• New sidewalks in urban areas</li> </ul>	x
Health	<ul style="list-style-type: none"> <li>• Specifically add connectivity and accessibility option to parks, schools, or grocery stores</li> </ul>	x
Open Space	<ul style="list-style-type: none"> <li>• New or improved connections or access to parks and pathway amenities, or the greenbelt</li> </ul>	x
Farmland	<ul style="list-style-type: none"> <li>• Does not negatively impact farmland</li> </ul>	x
Support	<ul style="list-style-type: none"> <li>• Planning projects</li> <li>• Staff salary</li> <li>• Technology improvements</li> <li>• Public transportation operations</li> </ul>	

Provide explanation, if necessary. (200 character limit)

**NOTE:**

- **Maximum Phase I Funding Application form length is four pages without attachments**
- **Attach no more than two map/sketch pages (required)**
- **Attach at least one letter committing match (required, except for Project Development Program; all other programs require a minimum of 7.34% match)**
- **Attach no more than five one-page support letters (optional)**
- **Cover letters may not exceed one page (optional)**

Please note that if you are not submitting an application you want to be considered for the funding cycle due November 30, 2016, but are providing information for future COMPASS assistance only, no attachments are required at this time; however, please send what you can.

T:\FY17\600 Projects\685 Resource Development\Phase I App's\Phase I v2 2018 COMPASS Funding Application.docx



# Eagle Road Corridor Multi-Use Pathway

Segments 17 & 18 – McMillan Road to Chinden Road  
(Both Sides)



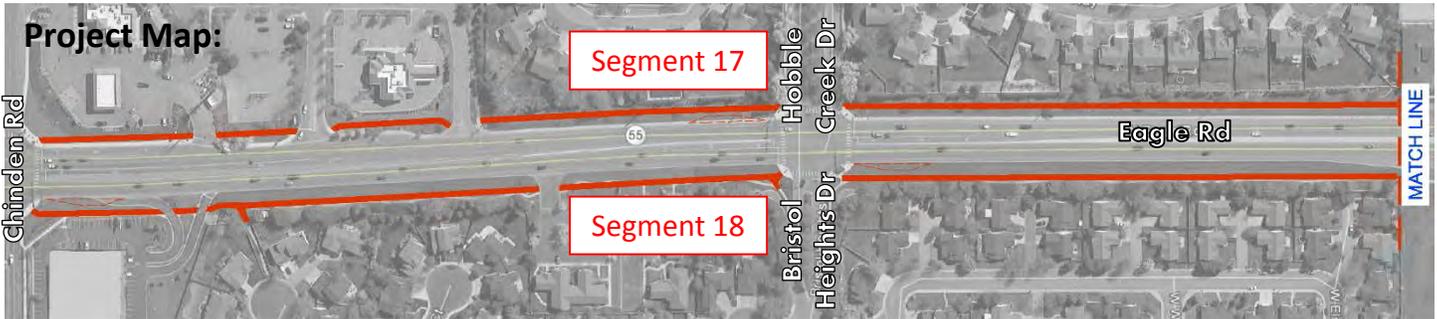
**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

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Planning-Level Cost Estimates.....	S17/18-9
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ITD-2839 Right of Way Cost Estimate.....	S17/18-13
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Preliminary Project Schedule (True Minimum Milestones).....	S17/18-22
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<b>Project:</b> <b>McMillan Rd to Chinden Rd, Both Sides</b>			<b>Segments</b> <b>17 &amp; 18</b>
Route: Eagle Road (SH 55)	County Ada	City (nearest) Boise	District 3
Beginning Milepost 39.942	Ending Milepost 40.950	Length (miles) 2.0 (1 mile each side)	
Location Notes: East (Seg. 17) and west (Seg. 18) sides of Eagle Rd, from McMillan Rd to Chinden Rd			



**BACKGROUND**

Segments 17 and 18 are both one mile long and predominately fronted by residential parcels. Exceptions are Lowell Scott Middle School and Charles F. McDevitt Youth Complex at the south end of the segments and commercial parcels at the north end including Staples, Target, Stinker Station, and Wells Fargo Bank. North of the middle school and sports park there are vacant parcels and commercial parcels housing health/wellness and insurance businesses.

Pathways are already present along the entire length of both segments. However, they do not meet the desired 10-foot standard width and some are not separated from Eagle Road, bringing pedestrians adjacent to 55 mph traffic.

These segments were prioritized over other deficient segments of Eagle Road for several reasons:

- Some existing pathways are not separated from Eagle Road
- Close proximity to Lowell Scott Middle School
- Low potential for pathway construction via private development
- High usage potential due to nearby residences and destinations within walking distance of one another

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway along the entire length of both segments. Remove existing sidewalks that are less than 10 feet wide. Provide an eight-foot separation between pavement and pathway where possible.

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate (Base Project Only):</b>	
AADT (2015)	36,000 vehicles/day	Preliminary Engineering	\$248,000
Total Crashes (2011-2015)	207 crashes	Right-of-Way	\$209,000
Bike/Ped Crashes (2011-2015)	3 crashes	Construction	\$1,187,000
Strava™ Trips (2014)	115 trips	<b>Total Estimated Cost</b>	<b>\$1,644,000</b>

## SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct a 10-foot concrete pathway along the entire length of both segments. Remove existing sidewalks. The proposed design achieves the desired eight-foot separation between pavement and pathway along both segments.
- Install ADA compliant pedestrian ramps where indicated on pages S17/18-7 & 8.
- Negotiate pathway easements on eight parcels along the segment. This includes two parcels on Segment 17 (currently occupied by Lowell Scott Middle School and Wells Fargo Bank) and six parcels on Segment 18 currently occupied by Staples, dental/health businesses, and residential common area.

Alternative A: Install historical-style pedestrian light poles at 100-foot intervals on one side of the pathway along both segments.

Alternative B: Construct four improved shoulders (north of McMillan Rd and Hobble Creek Dr on Segment 17 and south of Chinden Rd and Bristol Heights Dr on Segment 18). Improved shoulders include an area for a future bus pullout, loading area, and shelter.

## ENVIRONMENTAL CONSIDERATIONS

The project may involve the following environmental considerations and control measures:

- Prime Farmland – The U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database shows that all land within the project area has the potential to be prime farmland if certain remediation efforts (irrigation, removal of excess salts, etc.) were to occur. However, the land has been annexed into Boise city limits. This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.
- Stream and Wetland Encroachment There are two canal crossing within Segments 17 and 18. Each canal is an irrigation canal; one being Karne's Lateral and the other the Zinger Lateral. While it appears that both canals have been piped, coordination with the canal company and the Army Corps of Engineers is expected. It is expected that a 404 Permit will be required.
- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.
- Sediment – Erosion Control Plan – This will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAssist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor's Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))

# Eagle Road Corridor

Segments 17 & 18 – McMillan to Chinden (Both Sides)



Looking north on Segment 17 from McMillan Road



Looking north on Segment 17 at Sedona Street

# Eagle Road Corridor

Segments 17 & 18 – McMillan to Chinden (Both Sides)



Looking north on Segment 17 at a jog in the existing sidewalk



Looking north on Segment 17 at Chinden Road, where the existing sidewalk is adjacent to traffic

# Eagle Road Corridor

Segments 17 & 18 – McMillan to Chinden (Both Sides)



Looking north on Segment 18 adjacent to the Charles F. McDevitt Youth Complex



Looking north on Segment 18, a quarter-mile north of McMillan Rd

# Eagle Road Corridor

Segments 17 & 18 – McMillan to Chinden (Both Sides)

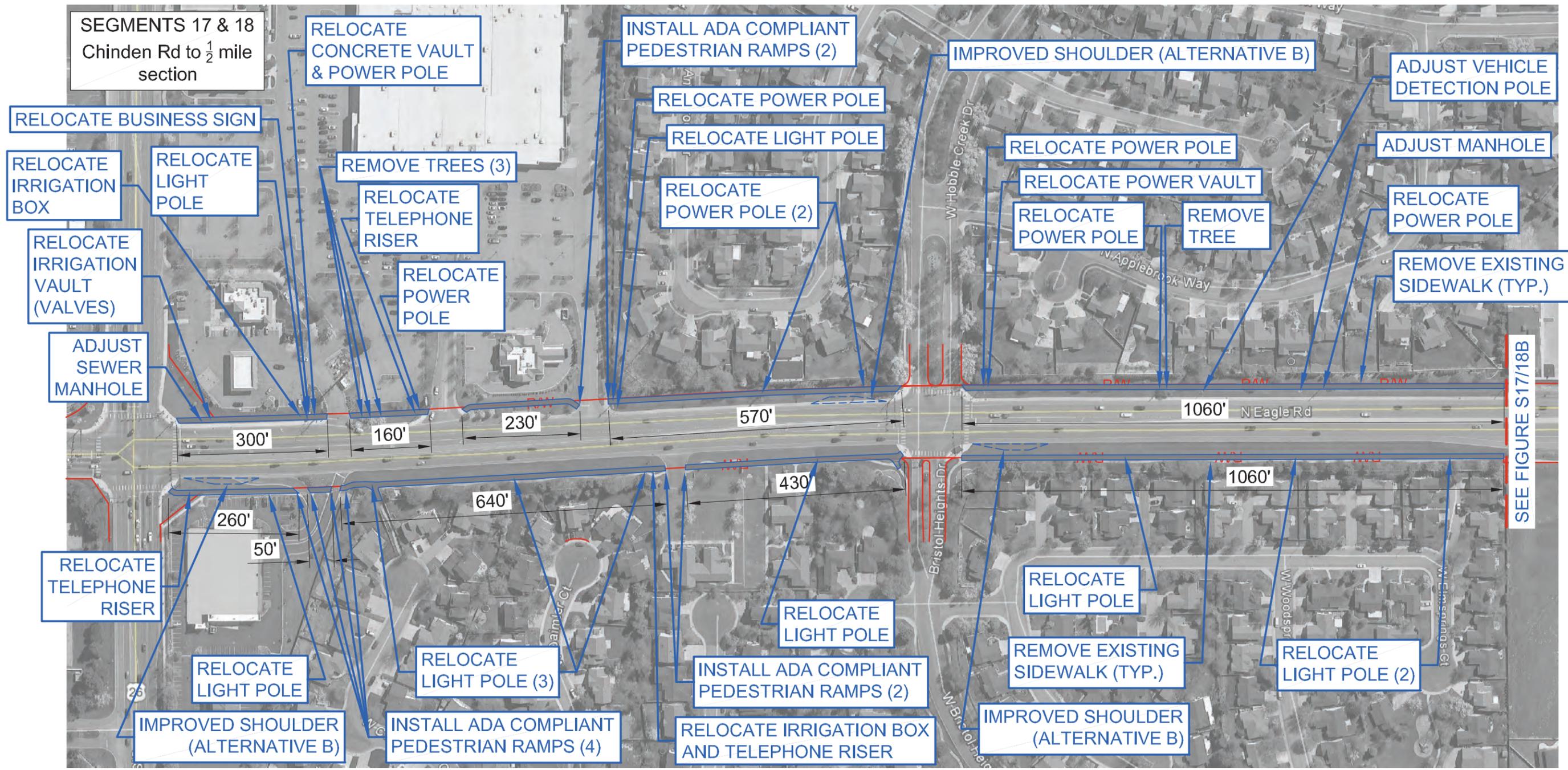


Looking north on Segment 18 at Bristol Heights Drive

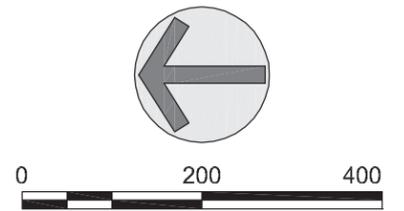


Looking north on Segment 18 at Chinden Road

SEGMENT 17

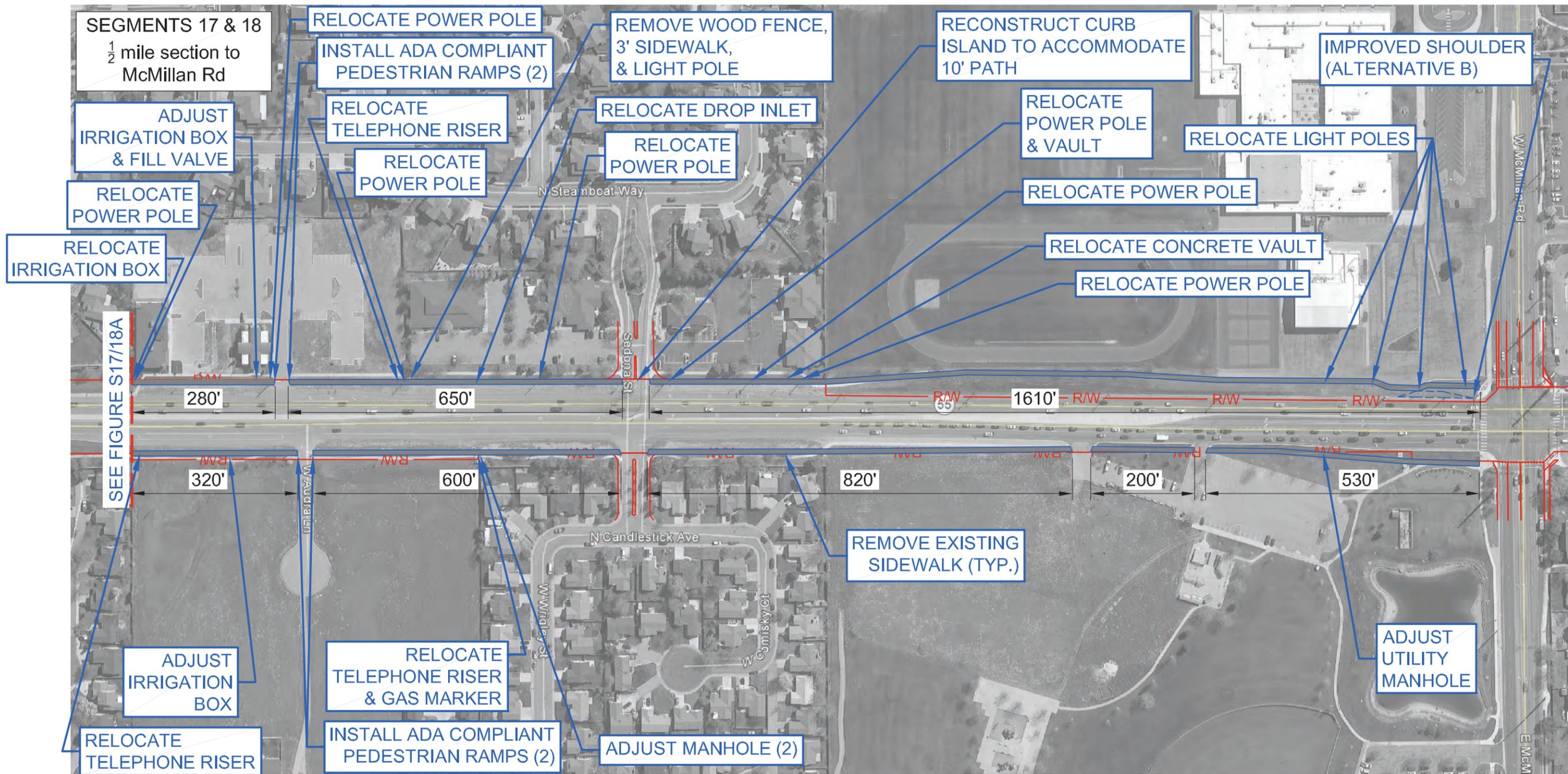


SEGMENT 18

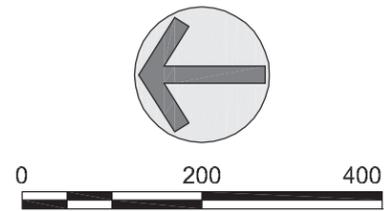


J:\215056-002 COMPASS Eagle Road Phase 3\c\_DESN\CAD\Segment Concept\Figures\SEGMENT 17a & 18a.dwg DATE: 06/16/2017 TIME: 09:56:50 AM

SEGMENT 17



SEGMENT 18



**Segment 17 & 18 (All)**  
 McMillan Road to Chinden Road  
 East(17) and West(18) Sides of Eagle Road  
 June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Remove Existing Sidewalk	SY	5,900	\$ 10.00	\$59,000		
Remove Tree	EACH	4	\$ 500.00	\$2,000		
Relocate Vehicle Detection Pole	EACH	1	\$ 4,000.00	\$4,000		
Relocate Telephone Riser	EACH	1	\$ 2,000.00	\$2,000		
Adjust Manhole	EACH	5	\$ 1,000.00	\$5,000		
Relocate Irrigation Box	EACH	4	\$ 5,000.00	\$20,000		
Relocate Concrete Vault	EACH	4	\$ 4,000.00	\$16,000		
Relocate Light Pole	EACH	14	\$ 3,000.00	\$42,000		
Relocate Drop Inlet	EACH	1	\$ 3,000.00	\$3,000		
Relocate Business Sign	EACH	1	\$ 3,000.00	\$3,000		
Relocate Natural Gas Line	LS	1	\$ 20,000.00	\$20,000		
Replace Pressure Irrigation System	LS	1	\$ 12,000.00	\$12,000		
Reconstruct Curb Island for 10' Pathway	LS	1	\$ 3,000.00	\$3,000		
Excavation	CY	1,850	\$ 20.00	\$37,000		
3/4" Aggregate Type B for Base	TON	3,480	\$ 30.00	\$104,400		
Concrete Sidewalk	SY	11,100	\$ 40.00	\$444,000		
Pedestrian Ramps	EACH	12	\$ 1,500.00	\$18,000		
Traffic Control	LS	1	\$ 10,000.00	\$6,000		\$4,000
Survey	LS	1	\$ 15,000.00	\$15,000		
Alternative A: Pathway Illumination	LS	1	\$ 600,000.00		\$600,000	
Alternative B: Improved Shoulder	EACH	4	\$ 35,000.00			\$140,000
Contingency	%	15%		\$122,310	\$90,000	\$21,600
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$938,000</b>	<b>\$690,000</b>	<b>\$166,000</b>
Mobilization	%	10%		\$94,000	\$69,000	\$17,000
Construction Engineering & Inspection	%	15%		\$155,000	\$114,000	\$27,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$1,187,000</b>	<b>\$873,000</b>	<b>\$210,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$238,000	\$175,000	\$42,000
Preliminary Engineering (by ITD)	LS	1	\$ 10,000	\$10,000	\$0	\$0
Right-of-Way	LS	1	\$ 208,434	\$209,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$1,644,000</b>	<b>\$1,048,000</b>	<b>\$252,000</b>

**Segment 17 (Only)**  
 McMillan Road to Chinden Road  
 East Side of Eagle Road  
 June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Remove Existing Sidewalk	SY	2,930	\$ 10.00	\$29,300		
Remove Tree	EACH	4	\$ 500.00	\$2,000		
Relocate Vehicle Detection Pole	EACH	1	\$ 4,000.00	\$4,000		
Adjust Manhole	EACH	2	\$ 1,000.00	\$2,000		
Relocate Irrigation Box	EACH	3	\$ 5,000.00	\$15,000		
Relocate Concrete Vault	EACH	3	\$ 4,000.00	\$12,000		
Relocate Light Pole	EACH	6	\$ 3,000.00	\$18,000		
Relocate Drop Inlet	EACH	1	\$ 3,000.00	\$3,000		
Relocate Business Sign	EACH	1	\$ 3,000.00	\$3,000		
Replace Pressure Irrigation System	LS	1	\$ 6,000.00	\$6,000		
Reconstruct Curb Island for 10' Pathway	LS	1	\$ 3,000.00	\$3,000		
Excavation	CY	920	\$ 20.00	\$18,400		
3/4" Aggregate Type B for Base	TON	1,730	\$ 30.00	\$51,900		
Concrete Sidewalk	SY	5,500	\$ 40.00	\$220,000		
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000		
Traffic Control	LS	1	\$ 5,000.00	\$3,000		\$2,000
Survey	LS	1	\$ 7,500.00	\$7,500		
Alternative A: Pathway Illumination	LS	1	\$ 300,000.00		\$300,000	
Alternative B: Improved Shoulder	EACH	2	\$ 35,000.00			\$70,000
Contingency	%	15%		\$60,615	\$45,000	\$10,800
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$465,000</b>	<b>\$345,000</b>	<b>\$83,000</b>
Mobilization	%	10%		\$47,000	\$35,000	\$8,000
Construction Engineering & Inspection	%	15%		\$77,000	\$57,000	\$14,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$589,000</b>	<b>\$437,000</b>	<b>\$105,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$118,000	\$88,000	\$21,000
Preliminary Engineering (by ITD)	LS	1	\$ 5,000	\$5,000	\$0	\$0
Right-of-Way	LS	1	\$ 148,601	\$149,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$861,000</b>	<b>\$525,000</b>	<b>\$126,000</b>

**Segment 18 (Only)**  
 McMillan Road to Chinden Road  
 West Side of Eagle Road  
 June 15, 2017

**PRE-DESIGN**

Opinion of Probable Cost (Major Items)				<b>BASE PROJECT</b>	<b>ALT A: PATHWAY ILLUMINATION</b>	<b>ALT B: IMPROVED SHOULDER</b>
Item Description	Unit	Approx. Quantity	Unit Price	Bid Price	Bid Price	Bid Price
Remove Existing Sidewalk	SY	2,970	\$ 10.00	\$29,700		
Relocate Telephone Riser	EACH	1	\$ 2,000.00	\$2,000		
Adjust Manhole	EACH	3	\$ 1,000.00	\$3,000		
Relocate Irrigation Box	EACH	1	\$ 5,000.00	\$5,000		
Relocate Concrete Vault	EACH	1	\$ 4,000.00	\$4,000		
Relocate Light Pole	EACH	8	\$ 3,000.00	\$24,000		
Relocate Natural Gas Line	LS	1	\$ 20,000.00	\$20,000		
Replace Pressure Irrigation System	LS	1	\$ 6,000.00	\$6,000		
Excavation	CY	930	\$ 20.00	\$18,600		
3/4" Aggregate Type B for Base	TON	1,750	\$ 30.00	\$52,500		
Concrete Sidewalk	SY	5,600	\$ 40.00	\$224,000		
Pedestrian Ramps	EACH	8	\$ 1,500.00	\$12,000		
Traffic Control	LS	1	\$ 5,000.00	\$3,000		\$2,000
Survey	LS	1	\$ 7,500.00	\$7,500		
Alternative A: Pathway Illumination	LS	1	\$ 300,000.00		\$300,000	
Alternative B: Improved Shoulder	EACH	2	\$ 35,000.00			\$70,000
Contingency	%	15%		\$61,695	\$45,000	\$10,800
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$473,000</b>	<b>\$345,000</b>	<b>\$83,000</b>
Mobilization	%	10%		\$47,000	\$35,000	\$8,000
Construction Engineering & Inspection	%	15%		\$78,000	\$57,000	\$14,000
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$598,000</b>	<b>\$437,000</b>	<b>\$105,000</b>
Preliminary Engineering (by Consultant)	%	20%		\$120,000	\$88,000	\$21,000
Preliminary Engineering (by ITD)	LS	1	\$ 5,000	\$5,000	\$0	\$0
Right-of-Way	LS	1	\$ 59,833	\$60,000	\$0	\$0
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$783,000</b>	<b>\$525,000</b>	<b>\$126,000</b>



# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
Segments 17 & 18		5/4/2017	
Location		District	
McMillan Rd to Chinden Rd, Both Sides (Base Project Only)		D3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2005	39.942	40.95	2

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$10,000
1b. Preliminary Engineering by Consultant (PEC)		\$238,000
2. Right-of-Way: Number of Parcels 8      Number of Relocations		\$209,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$78,000
4. Earthwork		\$139,000
5. Drainage and Minor Structures		
6. Pavement and Base		\$145,000
7. Railroad Crossing:		
Grade/Separation Structure <u>none</u>		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$4,000
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$6,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$566,000
15. Cost of Constructions (Items 3 through 14)		\$938,000
16. Mobilization    10 % of Item 15		\$94,000
17. Construction Engineer and Contingencies      15 % of Items 15 and 16		\$155,000
18. Total Construction Cost (15 + 16 + 17)		\$1,187,000
19. Total Project Cost ( 1 + 2 + 18)		\$1,644,000
20. Project Cost Per Mile		\$822,000

Prepared By:

Date: May 8, 2017

Key No:
Project No: Segment 17 & 18
Project Name: McMillan Rd to Chinden Rd, East & West Sides

No. of parcels requiring acquisitions: 8
Number of parcels requiring relocations: 0
New Alignment: 2.00 miles
Basic R/W Width: 140.00 ft.
Existing Alignment: 2.00 miles
Additional R/W Width: 10.00 ft.

DIRECT ACQUISITION COSTS:

A. Land only

Table with columns for Land Use, Status, Acres, Unit Price, and Total Cost. Includes rows for Agriculture (Irrigated, Dry, n/a), Graze (Irrigated, Dry), Timber (Income Producing, Harvestable, Non-Harvestable), Residential (Developed, Undeveloped), Commercial\Industrial (Developed, Undeveloped), Damages Anticipated, and Miscellaneous.

B. Site Improvements

Table with columns for Land Use, No. of Structures, Unit Price, and Total Cost. Includes rows for Agriculture, Residential, Commercial\Industrial, Damages Anticipated, and Miscellaneous.

C. Relocation

Table with columns for Land Use, No. Expected, Unit Price, and Total Cost. Includes rows for Developed Agriculture, Developed Residential (Single Family, Multi-Family), Developed Comm\Inc, and Miscellaneous.

INDIRECT ACQUISITION COSTS:

Table with columns for Cost Type, No. Expected, Unit Price, and Total Cost. Includes rows for Appra./Imp.Agri., Appra./Imp.Resid. (2685, 2288, B & A), Appra./Imp.Com.-Ind., Appraisals/Land, Negotiations, Demolitions, and Sub-Total.

INCIDENTALS:

Estimated as a percentage of overall costs. 50.00 %
(Includes Title Costs, Admin. Settle., Legal Settle., Attorney & Court Costs, Property Mngmnt. & Misc.)
Total Estimated Project R/W Costs: \$208,434

Proposed R/W Plans Approval Date
Projected R/W Expenditure Years
Construction Year(s)

Estimtd. By: Title: Date:



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name			Temporary Key Number
	Eagle Road 10-foot pathway, McMillan Rd to Chinden Rd, Both Sides			Segments 17 & 18
District D3	Work Authority	Funding Year	Route(s)	
			Eagle Road (SH 55)	
Beginning Mile Post(s)	Ending Mile Post(s)	Current Project Phase		Type of Project
39.942	40.950	Evaluation Phase		Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segments 17 & 18	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

Project Sponsor			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
Project Owner			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
Project Manager			
Project Manager Name <b>Kathy Parker</b>	Project Manager Contact Info or Email <b>(208) 475-2240</b>		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, (208) 387-6199
Boise City Parks and Recreation	local agency	Brenda Reynolds, (208) 608-7702
Cable One - Boise	utility company	Tim Alverson, (208) 472-8433
Cable One - West Valley	utility company	Brett Pike, brett.pike@cableone.biz
CenturyLink	utility company	Cindi Davis, (208) 454-4039
City of Boise - Street Lighting	local agency	Tom Marshall, (208) 388-4719
City of Boise Public Works	local agency	Rich D'ambrosia, (208) 608-7204
Eagle Sewer District	local agency	Lynn Moser, (208) 939-0132
Idaho Power	utility company	Ed Kosydar, (208) 388-2747
Integra Telecom	utility company	George Huss, (443) 403-2023
Intermountain Gas	underground utility	Mishelle Singleton, (208) 377-6863
Level 3 Communications	utility company	Pre-design Department, relo@Level3.com
SUEZ North America (Water)	utility company	Roger Greaves, (208) 362-7345
Syringa Networks	utility company	GIS Department, (800) 454-7214
Zayo Fiber Group	utility company	Adam Moon, (208) 514-3453

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete pathway along both sides of Eagle Road between McMillan Road and Chinden Road. The pathway will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- Construct a 10-foot concrete pathway along the entire length of both segments. Remove existing sidewalks. The proposed design achieves the desired eight-foot separation between pavement and pathway along both segments.
- Install ADA compliant pedestrian ramps where ramps are absent or non-compliant.
- Negotiate pathway easements on eight parcels along the segment. This includes two parcels on Segment 17 (currently occupied by Lowell Scott Middle School and Wells Fargo Bank) and six parcels on Segment 18 currently occupied by Staples, dental/health businesses, and residential common area.

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b>			
	<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety		
	<input checked="" type="checkbox"/> Deficient-standards	<input type="checkbox"/> System Linkage		
	<input type="checkbox"/> Deficient-structurally	<input type="checkbox"/> Traffic Flow		
	<input checked="" type="checkbox"/> Enhancement	<input type="checkbox"/> Other _____		
	<input type="checkbox"/> Maintenance			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	
<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation		<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)	
<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries		<input type="checkbox"/> No Effect Report	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Prime Farmland – The U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database shows that all land within the project area has the potential to be prime farmland if certain remediation efforts (irrigation, removal of excess salts, etc.) were to occur. However, the land has been annexed into Boise city limits. This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.</li> <li>• Stream and Wetland Encroachment There are two canal crossing within Segments 17 and 18. Each canal is an irrigation canal; one being Karne’s Lateral and the other the Zinger Lateral. While it appears that both canals have been piped, coordination with the canal company and the Army Corps of Engineers is expected. It is expected that a 404 Permit will be required.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> <li>• Sediment – Erosion Control Plan – This will be required during construction of the project.</li> </ul>	

## 6. Design Standards

Crash History							
Crash Base Rate		Spot Locations that Exceed Base Rate		Crash Rate with Project Limits		Identify HALs (High Accident Locations)	
Design Data							
Design Exception Anticipated			Pavement Width Proposed		Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
Pavement Width Existing		Pavement Width Existing Standard	Proposed Design Vehicle			Design Year	
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future	Traffic DHV Present	Traffic DHV Future		
Project Standards							
Project Standards Select		Other Comments					
Additional Design Data - Development Phase							
Proposed Structures							
Proposed Maximum Super Elevation		Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type	
Minimum Curve Radius Proposed		Deck Width (c-c)		Deck Width (o-o)		Design Load	
Additional Design Data							
Maximum Grade Existing	Maximum Grade Proposed		Minimum Curve Radius Existing		Clear Zone Fill		Clear Zone Cut
Minimum LOS Existing		Minimum LOS Proposed		Access Control Existing		Access Control Proposed	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Traffic Signals</b>			
Existing Location	Proposed Location (Milepost)	Type of Controller	Type of Warrant
<b>Railroad Crossing Protection</b>			
Existing Location (Milepost)	Proposed Location (Milepost)	Type of Protection	Type of Warrant

Design Standards - Development Phase	
Project Oversight	Design Exception District Engineer Approval Date
Select	Select
Design Exception FHWA Approval Date if on NHS	Design Exception Committee Date if Applicable
Select	Select

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		

## 8. Resource Plan and Constraints

Project Constraints		
Scope Constraint	Schedule Constraint	Budget Constraint
Choose an item.	Choose an item.	Choose an item.
Project Constraints Narrative		
Resource Plan		
Project Design Services	Choose an item.	
Narrative		

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			

### 13. Lessons Learned

Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Title	Project Type Select	Project Phase Select
What Worked Well		What Could Be Done Differently
Action Plan		

## 14. Issues

Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					



# 2018 COMPASS Funding Application

## Phase I (v.2)

**All character limits include spaces!** Please answer all questions on this form, not on a separate sheet; do not change font size (use black, non-bold for responses) and **DO NOT EXCEED** character limits for each section. You may delete **NOTE** section at end of application to allow room to complete all sections within the 4-page limit. Must submit in Word format, not pdf to [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org) or [kparker@compassidaho.org](mailto:kparker@compassidaho.org).

**1. Project Title:** Eagle Road Multi-Use Pathway – Segments 17 & 18, McMillan Road to Chinden Road (Both Sides)

This project is Priority # 3 of # 3 applications submitted at this time.

**2. Agency Name/Main Contact Information:**

City of Boise – Zach Piepmeyer ([zpiepmeyer@cityofboise.org](mailto:zpiepmeyer@cityofboise.org), 208-608-7096)

**3. Seeking:** Place an X next to all that may apply.

Project Development		Grant Assistance (research, writing, review, letter of support)	
Capital/Construction Funding	x	Other (describe below*)	
Study or Area Plan Funding			

\*Describe "Other". (100 character limit)

**4. Location of Project:** Be specific and indicate if in downtown, a major activity center, or other. (200 character limit)

Both sides of Eagle Road, from the McMillan Road to Chinden Road. Eagle Road is a mobility corridor with several activity centers.

**5. Description of Project:** Describe total project and specify which part(s) this funding will cover. (1,000 character limit)

Construct a 10-foot wide concrete multi-use pathway along both sides of Eagle Road between McMillan Road and Chinden Rd. The project was identified in Phase 3 of Eagle Road Pathway Project Development. Phase 1 included an inventory of existing facilities and prioritized segments for improvements. Phases 2 and 3 scoped improvements required to achieve a 10-foot multi-use pathway on the highest priority segments.

The pathway will maintain 8-foot separation from Eagle Rd pavement wherever possible. Existing pathways that already meet the standard 10-foot width and 8-foot separation will be left in place. Existing sub-standard sidewalks will be removed.

**6. Purpose and Need for Project:** Why is this project important to your agency, as well as the region? (1,000 character limit)

There are insufficient bike/ped facilities on Eagle Road between Overland and Chinden. Gaps exist in the sidewalks and there are no bike lanes. Bicyclists are

known to use Eagle Rd even though the posted speed limits are up to 55 mph. Bike lanes are not being considered for Eagle Rd; multi-use pathways are preferred by Boise, Meridian and ITD, who collectively provide services along the corridor. Agencies desire to implement 10' wide pathways separated from traffic.

The purpose of this project is to construct 10' wide pathways separated from traffic. This project is critical to achieving all four of the CIM 2040 Transportation Goals and is consistent with Boise's Transportation Action Plan and Blueprint Boise. The City of Boise desires to provide people choices in transportation.

**7. Estimated Cost: (45 character limit for each "How cost was determined") No cost estimates required for Project Development Program.**

Task	Cost Estimate	Amount Requested	How Cost was Determined
Environmental/Planning	\$0	\$0	Not applicable to this project
Design	\$248,000	\$229,800	Planning-level cost estimate
Construction/Procurement	\$1,396,000	\$1,295,700	Planning-level cost estimate
<b>TOTALS</b>	<b>\$1,644,000</b>	<b>\$1,523,500</b>	

**8. Partners/Support: Describe jurisdictional agencies and their role in the project, owner/status of right-of-way, project partners, and demonstrated general public support. (500 character limit)**

The project is located primarily within the ROW of an ITD state highway that traverses Meridian city limits. These agencies are supportive of the project and have participated in Phases 1-3 of the planning effort.

Easements obtained by the City will be required for the proposed pathways. Public outreach should be conducted.

**9. Project Readiness: Indicate which of the following elements of the project are not yet started, in process, or complete, and whether COMPASS assistance is needed. Place an X next to all of the following that apply. Select Y/N/NA and enter % complete in the In Process column unless N/A.**

PROJECT READINESS	Yes, No, or N/A	Not Yet Started	In Process	Date Completed	Need Assistance
Idea/concept only	Yes			9/30/16	
Identified in local or regional plan - List plan & page #'s below*	Yes			9/30/16	
Public/stakeholder involvement	Yes	x			

Formal approval by agency leaders	Yes	x			
Preliminary design (up to 30% of design)	Yes		10%		
Concept Report	Yes			8/18/17	
Environmental Evaluation is approved	Yes		10%		
Right-of-way or easements	Yes	x			
Final design	Yes	x			
Plans Specifications and Engineering (PS&E)	Yes	x			

\*List Plan and page numbers where project is identified. Provide explanation of other selections, as necessary. (500 character limit)  
Eagle Road Corridor Project Development, Phase 3

**10. Project Status/Timeline/Schedule:** Include general status of the project and the timeline that would benefit the project most efficiently. (300 character limit)

Project is ready for programming into the ITIP. Expected duration of design through PS&E is 12 months.

**11. Funding/Match Available:** Please list the amount of match that you anticipate will be available and its source. What other sources have you applied to for funding, and what was the outcome? 7.34% match required for some programs. (300 character limit)

7.34% match by City of Boise. No other applications.

**12. Measuring Project Success:** Which performance measures apply to this project? Place an X in the boxes that represent your project. (More details about performance measures can be found in the TIP Achievement section of the FY2016-2020 Regional Transportation Improvement Program available online:

<http://www.compassidaho.org/documents/prodserv/trans/FY2016TIPrpt.pdf>  
(page 9)

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> <li>Overlays or chip seals</li> <li>Preventive maintenance on vehicles</li> </ul>	
Transportation Infrastructure	<ul style="list-style-type: none"> <li>Bridge repair or rebuild</li> <li>Bus or van replacement</li> <li>Increase bus service</li> </ul>	x
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> <li>Add park and ride spaces</li> <li>Increase vanpool service</li> <li>Increase opportunities to walk and ride bicycles</li> </ul>	x

CATEGORY	EXAMPLES (not limited to these)	
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> <li>• Safety or capacity improvements to decrease congestion for freight</li> </ul>	
Transportation Safety	<ul style="list-style-type: none"> <li>• Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations)</li> </ul>	x
Environmental Sustainability	<ul style="list-style-type: none"> <li>• Additional public transportation service</li> <li>• New sidewalks or pathways</li> <li>• Signalization improvements to improve traffic flow</li> </ul>	x
Land Use	<ul style="list-style-type: none"> <li>• Improve quality of living in downtown, Major Activity Center, or infill areas</li> </ul>	x
Housing	<ul style="list-style-type: none"> <li>• Widen a congested road to increase access to employment opportunities</li> </ul>	
Community Infrastructure	<ul style="list-style-type: none"> <li>• New sidewalks in urban areas</li> </ul>	x
Health	<ul style="list-style-type: none"> <li>• Specifically add connectivity and accessibility option to parks, schools, or grocery stores</li> </ul>	x
Open Space	<ul style="list-style-type: none"> <li>• New or improved connections or access to parks and pathway amenities, or the greenbelt</li> </ul>	x
Farmland	<ul style="list-style-type: none"> <li>• Does not negatively impact farmland</li> </ul>	x
Support	<ul style="list-style-type: none"> <li>• Planning projects</li> <li>• Staff salary</li> <li>• Technology improvements</li> <li>• Public transportation operations</li> </ul>	

Provide explanation, if necessary. (200 character limit)

**NOTE:**

- **Maximum Phase I Funding Application form length is four pages without attachments**
- **Attach no more than two map/sketch pages (required)**
- **Attach at least one letter committing match (required, except for Project Development Program; all other programs require a minimum of 7.34% match)**
- **Attach no more than five one-page support letters (optional)**
- **Cover letters may not exceed one page (optional)**

Please note that if you are not submitting an application you want to be considered for the funding cycle due November 30, 2016, but are providing information for future COMPASS assistance only, no attachments are required at this time; however, please send what you can.

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